

PART I
COLUMNS

JUL 21 1944

CONFIDENTIAL

LOG OF THE UNITED STATES SHIP

ABNER READ

(Name)

(Identification Number)

THUR 1 JUNE 1944

(Day)

(Date)

(Month)

Zone description -10

T. B. HUTCHINS III

Comdr. U. S. Navy, Commanding.

| HOUR | FUEL EXPENDED By METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLU- TIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | VISIBILITY | SEA | |
|-------|--|---|-------------------|--------|-------------------|--------|-------------------|---|-----------|-----------|---------------------|---------------------|------------------|------------------|------------------------|---------------------|------|-----------------|------------|--------|-----------|
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | Gyro ✓ Mag. _____ (Indicate which) | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | | WATER AT SURFACE | FORM | MOVING FROM— | | AMOUNT | CONDITION |
| | | | | | | | | | | | | | | | | | | | | | |
| | 0. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 431 | 114.8 | 11 | 7 | 11 | 8 | 090 | NW | 1 | 29.84 | - | 82 | 78 | 86 | C | CU NB | NW | 7 | 10 | 1 | NW |
| 2 | 451 | 115.5 | 11 | 7 | 12 | 1 | 090 | NW | 1 | 29.82 | - | 82 | 78 | 86 | C | CU NB | NW | 8 | 10 | 1 | NW |
| 3 | 335 | 114.6 | 11 | 7 | 12 | 4 | 090 | NW | 2 | 29.81 | - | 82 | 78 | 86 | C | CU NB | NW | 6 | 10 | 1 | NW |
| 4 | 341 | 113.3 | 11 | 4 | 11 | 6 | 090 | NW | 2 | 29.79 | - | 82 | 78 | 86 | C | CU NB | NW | 8 | 10 | 1 | NW |
| 5 | 336 | 113.5 | 11 | 4 | 12 | 0 | 090 | NW | 2 | 29.80 | - | 82 | 78 | 86 | C | CU NB | NW | 6 | 10 | 1 | NW |
| 6 | 421 | 114.7 | 11 | 7 | 11 | 7 | 090 | NW | 2 | 29.80 | - | 82 | 78 | 86 | C | CU NB | NW | 6 | 10 | 1 | NW |
| 7 | 404 | 127.2 | 12 | 9 | 13 | 3 | 090 | NW | 2 | 29.83 | - | 83 | 79 | 86 | C | CU NB | NW | 7 | 20 | 1 | NW |
| 8 | 467 | 141.6 | 14 | 4 | 14 | 6 | 090 | NW | 2 | 29.83 | - | 83 | 79 | 86 | C | H-CU | NW | 7 | 20 | 1 | NW |
| 9 | 495 | 146.3 | 14 | 8 | 14 | 8 | 090 | SE | 2 | 29.86 | - | 84 | 80 | 86 | C | H-CU | SE | 7 | 20 | 1 | SE |
| 10 | 494 | 144.3 | 14 | 6 | 14 | 9 | 180 | SE | 2 | 29.86 | - | 84 | 80 | 86 | C | CU NB | SE | 8 | 25 | 1 | SE |
| 11 | 466 | 136.9 | 13 | 9 | 14 | 0 | 180 | SE | 2 | 29.86 | - | 85 | 79 | 86 | BC | CU NB | SE | 2 | 30 | 1 | SE |
| 12 | 468 | 146.1 | 14 | 8 | 15 | 0 | 205 | SE | 2 | 29.83 | - | 89 | 81 | 86 | BC | CU NB | SE | 3 | 30 | 1 | SE |

| | | | | | |
|-----------------------------|--|---|--|----------------------|--|
| Noon {Latitude Longitude | | Fuel {Received Expended 12149 On hand 138706 | | DRILLS AND EXERCISES | |
| | | Water {Distilled 11800 Received Expended 11448 On hand 24588 | | | |
| Current {Set Drift | | BEFORE LEAVING PORT | | Morning | |
| GYROCOMPASS IN USE | | Draft for'd | | Afternoon | |
| Error | | Draft aft | | Division | |
| STANDARD MAG. COMPASS | | AFTER ENTERING PORT | | 1 | |
| Compass No. | | Draft for'd | | 2 | |
| S. H. | | Draft aft | | 3 | |
| Error | | MAGAZINE TEMPERATURES: | | 4 | |
| Variation | | Maximum 96° | | 5 | |
| Deviation | | Minimum 81° | | 6 | |
| | | CONDITIONS | | 7 | |
| | | NORMAL | | 8 | |
| | | | | 9 | |

| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------|-----|-------|----|---|----|---|-----|-----|---|-------|----|----|----|----|----|-------|----|----|----|----|----|
| 13 | 465 | 141.7 | 14 | 4 | 14 | 2 | 335 | SE | 2 | 29.82 | - | 88 | 80 | 86 | BC | ST CU | SE | 4 | 30 | 1 | SE |
| 14 | 465 | 143.9 | 14 | 6 | 14 | 4 | 355 | NNW | 2 | 29.80 | - | 82 | 80 | 86 | C | ST CU | NW | 7 | 20 | 1 | SE |
| 15 | 567 | 141.8 | 14 | 4 | 14 | 8 | 305 | WNW | 2 | 29.78 | - | 86 | 80 | 86 | O | ST CU | NW | 10 | 20 | 1 | SE |
| 16 | 470 | 142.3 | 14 | 2 | 14 | 3 | 260 | WNW | 2 | 29.76 | - | 86 | 80 | 86 | G | A-CU | NW | 10 | 20 | 1 | SE |
| 17 | 444 | 142.3 | 14 | 4 | 14 | 4 | 260 | WNW | 2 | 29.77 | - | 86 | 79 | 86 | G | A-CU | NW | 10 | 20 | 1 | SE |
| 18 | 460 | 141.0 | 14 | 3 | 14 | 5 | 260 | WNW | 2 | 29.78 | - | 85 | 79 | 86 | O | A-CU | NW | 10 | 20 | 1 | SE |
| 19 | 552 | 143.6 | 14 | 5 | 14 | 7 | 260 | WNW | 2 | 29.81 | - | 84 | 79 | 86 | C | A-CU | NW | 9 | 15 | 1 | NW |
| 20 | 567 | 143.5 | 14 | 6 | 15 | 3 | 260 | WNW | 2 | 29.82 | - | 84 | 79 | 86 | C | ST CU | NW | 9 | 10 | 1 | NW |
| 21 | 590 | 142.0 | 14 | 4 | 14 | 0 | 260 | WSW | 2 | 29.82 | - | 83 | 79 | 86 | C | ST CU | NW | 10 | 10 | 1 | NW |
| 22 | 499 | 143.5 | 14 | 5 | 14 | 4 | 260 | WSW | 2 | 29.85 | - | 84 | 79 | 86 | C | A-CU | NW | 10 | 15 | 1 | NW |
| 23 | 496 | 142.5 | 14 | 5 | 14 | 5 | 260 | WSW | 2 | 29.86 | - | 84 | 79 | 86 | C | A-CU | NW | 9 | 15 | 1 | NW |
| 24 | 516 | 141.3 | 14 | 4 | 14 | 4 | 260 | WSW | 2 | 29.86 | - | 84 | 79 | 86 | C | A-CU | NW | 9 | 15 | 1 | NW |

SUBMERGED RUN DATA—SUBMARINES

| | 1 | 2 | 3 | 4 | 5 |
|------------------|---|---|---|---|---|
| Run No. (Serial) | | | | | |
| Time to submerge | | | | | |
| Greatest depth | | | | | |

R. W. HANCOCK Ltjg. U.S.N.
Navigator.

PART I

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP | | | | | | ABNER READ | | | | | | | | DD526 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|-------------------|---|-----------|-------|---|------------------|--------------|--------------|-------------------------|--------------------|--------|-------------|--------|------------|-----------|--------------------------------------|---------------------------------|----------|---|--------|---|---|------|---|-----------|----|-------------|----|----|--------------------|--------|----|----|-----|----|----------------|--------|----------------|--------|-----------|-------|------------------|------------------|--------------|--------------|------------------|-------|-------------|--------|------------|-----------|-------------|-----|----|---|----|------|----|-----|-------|----|---|----|----|-----|-----|----|-------|----|----|----|----|----|------|-----|---|----|------|----|-----|-------|----|---|----|---|-----|-----|---|-------|---|----|----|----|---|-----|-----|-------|----|------|----|------|-------|----|---|-------|---|-----|-----|----|-------|----|----|----|----|------|------|-----|-------|----|------|----|------|-------|----|---|-------|---|-----|-----|----|-------|-----|----|----|----|------|------|-----|-------|----|------|----|------|-------|----|---|-------|---|-----|-----|----|-------|-----|----|----|----|------|-------|-----|-------|----|------|----|------|-------|----|---|-------|---|-----|-----|----|-------|------|----|----|----|------|------|-----|-------|----|------|----|------|-------|----|---|-------|---|-----|-----|----|---|-------|----|----|----|------|---|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|---|------|----|----|---|------|---|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|-----|------|----|----|----|------|---|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|-----|------|----|----|----|------|---|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|-----|-------|----|----|----|------|----|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|-----|-------|----|----|----|------|----|-----|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|---|-------|----|----|----|------|----|------|-------|----|---|----|---|-----|----|---|-------|---|----|----|----|---|------|----|----|----|------|
| | | | | | | (Name) | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | FRI | | | | | | | | JUNE, 1944 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | (Day) | | | | | | | | (Date) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description -10 | | | | | | T.B. HUTCHINS III | | | | | | | | U.S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><th rowspan="2">Hour</th><th rowspan="2">Fuel Expended by Meter for Each Hour</th><th rowspan="2">"All Shaft" Average Revolutions</th><th colspan="2">By Revs.</th><th colspan="2">By Log</th><th rowspan="2">Course (P.C.) Gyro Mag. (Indicate which)</th><th colspan="2">Wind</th><th colspan="2">Barometer</th><th colspan="3">Temperature</th><th rowspan="2">Weather by Symbols</th><th colspan="3">Clouds</th><th colspan="2">Sea</th></tr><tr><th>Nautical Miles</th><th>Tenths</th><th>Nautical Miles</th><th>Tenths</th><th>Direction</th><th>Force</th><th>Height in Inches</th><th>Reading at Ther.</th><th>Air Dry Bulb</th><th>Air Wet Bulb</th><th>Water at Surface</th><th>Form</th><th>Moving From</th><th>Amount</th><th>Visibility</th><th>Condition</th><th>Swells from</th></tr><tr><th>0</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>18</th><th>19</th><th>20</th></tr><tr><td>A.M.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1</td><td>550</td><td>149.8</td><td>15</td><td>2</td><td>15</td><td>2</td><td>280</td><td>NW</td><td>2</td><td>29.83</td><td>-</td><td>84</td><td>79</td><td>86</td><td>C</td><td>CU</td><td>NW</td><td>7</td><td>15</td><td>1 NW</td></tr><tr><td>2</td><td>585</td><td>149.0</td><td>15</td><td>1</td><td>15</td><td>2</td><td>085</td><td>NW</td><td>2</td><td>29.81</td><td>-</td><td>84</td><td>79</td><td>86</td><td>C</td><td>ACU</td><td>NW</td><td>7</td><td>13</td><td>1 NW</td></tr><tr><td>3</td><td>491</td><td>140.3</td><td>14</td><td>2</td><td>14</td><td>4</td><td>085</td><td>NW</td><td>2</td><td>29.81</td><td>-</td><td>84</td><td>79</td><td>86</td><td>C</td><td>ACU</td><td>NW</td><td>7</td><td>15</td><td>1 NW</td></tr><tr><td>4</td><td>494</td><td>143.3</td><td>14</td><td>5</td><td>14</td><td>8</td><td>085</td><td>NW</td><td>2</td><td>29.80</td><td>-</td><td>84</td><td>79</td><td>86</td><td>C</td><td>A-CU</td><td>NW</td><td>7</td><td>10</td><td>1 NW</td></tr><tr><td>5</td><td>488</td><td>143.0</td><td>14</td><td>5</td><td>14</td><td>5</td><td>085</td><td>NW</td><td>3</td><td>29.80</td><td>-</td><td>81</td><td>77</td><td>86</td><td>O</td><td>CU-NB</td><td>NW</td><td>10</td><td>10</td><td>1 NW</td></tr><tr><td>6</td><td>520</td><td>144.4</td><td>14</td><td>6</td><td>14</td><td>9</td><td>085</td><td>NW</td><td>3</td><td>29.80</td><td>-</td><td>81</td><td>77</td><td>86</td><td>O</td><td>CUNB</td><td>NW</td><td>10</td><td>5</td><td>1 NW</td></tr><tr><td>7</td><td>498</td><td>142.9</td><td>14</td><td>5</td><td>14</td><td>7</td><td>085</td><td>NE</td><td>3</td><td>29.84</td><td>-</td><td>81</td><td>76</td><td>86</td><td>O-D</td><td>CUNB</td><td>NE</td><td>10</td><td>15</td><td>1 NW</td></tr><tr><td>8</td><td>492</td><td>146.1</td><td>14</td><td>8</td><td>15</td><td>1</td><td>085</td><td>NE</td><td>2</td><td>29.87</td><td>-</td><td>81</td><td>76</td><td>86</td><td>O-D</td><td>CUNB</td><td>NE</td><td>10</td><td>20</td><td>1 NW</td></tr><tr><td>9</td><td>520</td><td>140.0</td><td>14</td><td>2</td><td>14</td><td>5</td><td>060</td><td>NE</td><td>2</td><td>29.90</td><td>-</td><td>81</td><td>77</td><td>86</td><td>O-D</td><td>CU NB</td><td>NE</td><td>10</td><td>20</td><td>1 NW</td></tr><tr><td>10</td><td>456</td><td>142.6</td><td>14</td><td>5</td><td>14</td><td>6</td><td>110</td><td>NE</td><td>2</td><td>29.90</td><td>-</td><td>82</td><td>77</td><td>86</td><td>O-D</td><td>CU NB</td><td>NE</td><td>10</td><td>20</td><td>1 NW</td></tr><tr><td>11</td><td>547</td><td>170.0</td><td>17</td><td>2</td><td>16</td><td>9</td><td>085</td><td>NE</td><td>2</td><td>29.90</td><td>-</td><td>84</td><td>79</td><td>86</td><td>O</td><td>CU NB</td><td>NE</td><td>10</td><td>20</td><td>1 NW</td></tr><tr><td>12</td><td>1518</td><td>223.9</td><td>23</td><td>5</td><td>22</td><td>8</td><td>090</td><td>NE</td><td>2</td><td>29.88</td><td>-</td><td>85</td><td>79</td><td>86</td><td>O</td><td>A-ST</td><td>NE</td><td>10</td><td>20</td><td>1 NW</td></tr></table> | | | | | | | | | | | | | | | | | | | | Hour | Fuel Expended by Meter for Each Hour | "All Shaft" Average Revolutions | By Revs. | | By Log | | Course (P.C.) Gyro Mag. (Indicate which) | Wind | | Barometer | | Temperature | | | Weather by Symbols | Clouds | | | Sea | | Nautical Miles | Tenths | Nautical Miles | Tenths | Direction | Force | Height in Inches | Reading at Ther. | Air Dry Bulb | Air Wet Bulb | Water at Surface | Form | Moving From | Amount | Visibility | Condition | Swells from | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | A.M. | | | | | | | | | | | | | | | | | | | | | 1 | 550 | 149.8 | 15 | 2 | 15 | 2 | 280 | NW | 2 | 29.83 | - | 84 | 79 | 86 | C | CU | NW | 7 | 15 | 1 NW | 2 | 585 | 149.0 | 15 | 1 | 15 | 2 | 085 | NW | 2 | 29.81 | - | 84 | 79 | 86 | C | ACU | NW | 7 | 13 | 1 NW | 3 | 491 | 140.3 | 14 | 2 | 14 | 4 | 085 | NW | 2 | 29.81 | - | 84 | 79 | 86 | C | ACU | NW | 7 | 15 | 1 NW | 4 | 494 | 143.3 | 14 | 5 | 14 | 8 | 085 | NW | 2 | 29.80 | - | 84 | 79 | 86 | C | A-CU | NW | 7 | 10 | 1 NW | 5 | 488 | 143.0 | 14 | 5 | 14 | 5 | 085 | NW | 3 | 29.80 | - | 81 | 77 | 86 | O | CU-NB | NW | 10 | 10 | 1 NW | 6 | 520 | 144.4 | 14 | 6 | 14 | 9 | 085 | NW | 3 | 29.80 | - | 81 | 77 | 86 | O | CUNB | NW | 10 | 5 | 1 NW | 7 | 498 | 142.9 | 14 | 5 | 14 | 7 | 085 | NE | 3 | 29.84 | - | 81 | 76 | 86 | O-D | CUNB | NE | 10 | 15 | 1 NW | 8 | 492 | 146.1 | 14 | 8 | 15 | 1 | 085 | NE | 2 | 29.87 | - | 81 | 76 | 86 | O-D | CUNB | NE | 10 | 20 | 1 NW | 9 | 520 | 140.0 | 14 | 2 | 14 | 5 | 060 | NE | 2 | 29.90 | - | 81 | 77 | 86 | O-D | CU NB | NE | 10 | 20 | 1 NW | 10 | 456 | 142.6 | 14 | 5 | 14 | 6 | 110 | NE | 2 | 29.90 | - | 82 | 77 | 86 | O-D | CU NB | NE | 10 | 20 | 1 NW | 11 | 547 | 170.0 | 17 | 2 | 16 | 9 | 085 | NE | 2 | 29.90 | - | 84 | 79 | 86 | O | CU NB | NE | 10 | 20 | 1 NW | 12 | 1518 | 223.9 | 23 | 5 | 22 | 8 | 090 | NE | 2 | 29.88 | - | 85 | 79 | 86 | O | A-ST | NE | 10 | 20 | 1 NW |
| Hour | Fuel Expended by Meter for Each Hour | "All Shaft" Average Revolutions | By Revs. | | By Log | | Course (P.C.) Gyro Mag. (Indicate which) | Wind | | Barometer | | Temperature | | | Weather by Symbols | Clouds | | | Sea | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Nautical Miles | Tenths | Nautical Miles | Tenths | | Direction | Force | Height in Inches | Reading at Ther. | Air Dry Bulb | Air Wet Bulb | Water at Surface | | Form | Moving From | Amount | Visibility | Condition | Swells from | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A.M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 550 | 149.8 | 15 | 2 | 15 | 2 | 280 | NW | 2 | 29.83 | - | 84 | 79 | 86 | C | CU | NW | 7 | 15 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 585 | 149.0 | 15 | 1 | 15 | 2 | 085 | NW | 2 | 29.81 | - | 84 | 79 | 86 | C | ACU | NW | 7 | 13 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 491 | 140.3 | 14 | 2 | 14 | 4 | 085 | NW | 2 | 29.81 | - | 84 | 79 | 86 | C | ACU | NW | 7 | 15 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 494 | 143.3 | 14 | 5 | 14 | 8 | 085 | NW | 2 | 29.80 | - | 84 | 79 | 86 | C | A-CU | NW | 7 | 10 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 488 | 143.0 | 14 | 5 | 14 | 5 | 085 | NW | 3 | 29.80 | - | 81 | 77 | 86 | O | CU-NB | NW | 10 | 10 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 520 | 144.4 | 14 | 6 | 14 | 9 | 085 | NW | 3 | 29.80 | - | 81 | 77 | 86 | O | CUNB | NW | 10 | 5 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 498 | 142.9 | 14 | 5 | 14 | 7 | 085 | NE | 3 | 29.84 | - | 81 | 76 | 86 | O-D | CUNB | NE | 10 | 15 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 492 | 146.1 | 14 | 8 | 15 | 1 | 085 | NE | 2 | 29.87 | - | 81 | 76 | 86 | O-D | CUNB | NE | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 520 | 140.0 | 14 | 2 | 14 | 5 | 060 | NE | 2 | 29.90 | - | 81 | 77 | 86 | O-D | CU NB | NE | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 456 | 142.6 | 14 | 5 | 14 | 6 | 110 | NE | 2 | 29.90 | - | 82 | 77 | 86 | O-D | CU NB | NE | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 547 | 170.0 | 17 | 2 | 16 | 9 | 085 | NE | 2 | 29.90 | - | 84 | 79 | 86 | O | CU NB | NE | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 1518 | 223.9 | 23 | 5 | 22 | 8 | 090 | NE | 2 | 29.88 | - | 85 | 79 | 86 | O | A-ST | NE | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | | | Morning Afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Current { Set Drift | | | | | | | | | | Water { Distilled 11,900 Received Expended 10,430 On hand 26,058 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| GYROCOMPASS IN USE Error | | | | | | | | | | BEFORE LEAVING PORT Draft for'd Draft aft | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. S. H. Error Variation Deviation | | | | | | | | | | AFTER ENTERING PORT Draft for'd 13' 3" Draft aft 13' 9" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | MAGAZINE TEMPERATURES: Maximum 95° Minimum 82° Tested SPRINKLING SYSTEM CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><th>P. M.</th><th>0</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>18</th><th>19</th><th>20</th></tr><tr><td>13</td><td>607</td><td>158.3</td><td>16</td><td>0</td><td>15</td><td>9</td><td>240</td><td>SW</td><td>2</td><td>29.88</td><td>-</td><td>87</td><td>79</td><td>86</td><td>C</td><td>ACU</td><td>SW</td><td>7</td><td>20</td><td>1 SW</td></tr><tr><td>14</td><td>510</td><td>144.2</td><td>14</td><td>6</td><td>14</td><td>0</td><td>120</td><td>SSE</td><td>2</td><td>29.85</td><td>-</td><td>86</td><td>79</td><td>86</td><td>C</td><td>ACU</td><td>SSE</td><td>9</td><td>20</td><td>1 SW</td></tr><tr><td>15</td><td>973</td><td>208.9</td><td>20</td><td>8</td><td>20</td><td>6</td><td>120</td><td>SSE</td><td>2</td><td>29.83</td><td>-</td><td>86</td><td>79</td><td>86</td><td>C</td><td>ACU</td><td>SSE</td><td>9</td><td>20</td><td>1 SW</td></tr><tr><td>16</td><td>1639</td><td>252.4</td><td>24</td><td>5</td><td>24</td><td>2</td><td>120</td><td>SSE</td><td>3</td><td>29.83</td><td>-</td><td>84</td><td>78</td><td>86</td><td>C</td><td>A-CU</td><td>SSE</td><td>10</td><td>20</td><td>1 SW</td></tr><tr><td>17</td><td>1555</td><td>256.9</td><td>24</td><td>9</td><td>24</td><td>5</td><td>120</td><td>SSE</td><td>3</td><td>29.83</td><td>-</td><td>83</td><td>77</td><td>86</td><td>C</td><td>A-CU</td><td>SSE</td><td>10</td><td>20</td><td>1 SE</td></tr><tr><td>18</td><td>1614</td><td>260.4</td><td>25</td><td>2</td><td>24</td><td>8</td><td>125</td><td>SSE</td><td>3</td><td>29.82</td><td>-</td><td>81</td><td>76</td><td>86</td><td>C</td><td>CU NB</td><td>SE</td><td>10</td><td>20</td><td>1 SE</td></tr><tr><td>19</td><td>1478</td><td>253.5</td><td>24</td><td>6</td><td>24</td><td>7</td><td>125</td><td>SSE</td><td>3</td><td>29.82</td><td>-</td><td>81</td><td>76</td><td>86</td><td>C</td><td>CUNB</td><td>SE</td><td>10</td><td>15</td><td>1 SE</td></tr><tr><td>20</td><td>1567</td><td>256.9</td><td>24</td><td>9</td><td>25</td><td>0</td><td>125</td><td>SSE</td><td>3</td></tr></table> | | | | | | | | | | | | | | | | | | | | P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 13 | 607 | 158.3 | 16 | 0 | 15 | 9 | 240 | SW | 2 | 29.88 | - | 87 | 79 | 86 | C | ACU | SW | 7 | 20 | 1 SW | 14 | 510 | 144.2 | 14 | 6 | 14 | 0 | 120 | SSE | 2 | 29.85 | - | 86 | 79 | 86 | C | ACU | SSE | 9 | 20 | 1 SW | 15 | 973 | 208.9 | 20 | 8 | 20 | 6 | 120 | SSE | 2 | 29.83 | - | 86 | 79 | 86 | C | ACU | SSE | 9 | 20 | 1 SW | 16 | 1639 | 252.4 | 24 | 5 | 24 | 2 | 120 | SSE | 3 | 29.83 | - | 84 | 78 | 86 | C | A-CU | SSE | 10 | 20 | 1 SW | 17 | 1555 | 256.9 | 24 | 9 | 24 | 5 | 120 | SSE | 3 | 29.83 | - | 83 | 77 | 86 | C | A-CU | SSE | 10 | 20 | 1 SE | 18 | 1614 | 260.4 | 25 | 2 | 24 | 8 | 125 | SSE | 3 | 29.82 | - | 81 | 76 | 86 | C | CU NB | SE | 10 | 20 | 1 SE | 19 | 1478 | 253.5 | 24 | 6 | 24 | 7 | 125 | SSE | 3 | 29.82 | - | 81 | 76 | 86 | C | CUNB | SE | 10 | 15 | 1 SE | 20 | 1567 | 256.9 | 24 | 9 | 25 | 0 | 125 | SSE | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 607 | 158.3 | 16 | 0 | 15 | 9 | 240 | SW | 2 | 29.88 | - | 87 | 79 | 86 | C | ACU | SW | 7 | 20 | 1 SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 510 | 144.2 | 14 | 6 | 14 | 0 | 120 | SSE | 2 | 29.85 | - | 86 | 79 | 86 | C | ACU | SSE | 9 | 20 | 1 SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 973 | 208.9 | 20 | 8 | 20 | 6 | 120 | SSE | 2 | 29.83 | - | 86 | 79 | 86 | C | ACU | SSE | 9 | 20 | 1 SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 1639 | 252.4 | 24 | 5 | 24 | 2 | 120 | SSE | 3 | 29.83 | - | 84 | 78 | 86 | C | A-CU | SSE | 10 | 20 | 1 SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 1555 | 256.9 | 24 | 9 | 24 | 5 | 120 | SSE | 3 | 29.83 | - | 83 | 77 | 86 | C | A-CU | SSE | 10 | 20 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 1614 | 260.4 | 25 | 2 | 24 | 8 | 125 | SSE | 3 | 29.82 | - | 81 | 76 | 86 | C | CU NB | SE | 10 | 20 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 1478 | 253.5 | 24 | 6 | 24 | 7 | 125 | SSE | 3 | 29.82 | - | 81 | 76 | 86 | C | CUNB | SE | 10 | 15 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 1567 | 256.9 | 24 | 9 | 25 | 0 | 125 | SSE | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER Read</u> <u>DD 526</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|-------------------|--------|-------------------|--------|-------------------|---|-------|----------------------------------|----------------------|----------------------|------------------|---------------------|------------------------|-----------|------------------|--------|------------|-------------------------|-----------------|--|--|--|--|--|--|--|--|
| | | | | | | | | | | (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | |
| | | | | | | | | | | <u>SAT 3 June</u> , 19 <u>44</u> | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. Hutchins III, Comd</u> | | | | | | | | | | U. S. Navy, Commanding. | | | | | | | | | |
| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | |
| | | | Nautical Miles | TENTHS | Nautical Miles | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT. THER. | AIR, DEW BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM-- | AMOUNT | VISIBILITY | CONDITION | SWELL FROM-- | | | | | | | | |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 80 | - | - | - | - | - | - | W | 1 | 29.85 | - | 78 | 76 | - | C | CICU | W | 8 | 10 | - | - | | | | | | | | |
| 2 | 70 | - | - | - | - | - | - | W | 1 | 29.83 | - | 79 | 76 | - | C | CICU | W | 8 | 10 | - | - | | | | | | | | |
| 3 | 75 | - | - | - | - | - | - | W | 1 | 29.82 | - | 78 | 76 | - | C | CICU | W | 9 | 10 | - | - | | | | | | | | |
| 4 | 60 | - | - | - | - | - | - | W | 1 | 29.82 | - | 78 | 76 | - | C | CICU | W | 8 | 10 | - | - | | | | | | | | |
| 5 | 95 | - | - | - | - | - | - | W | 1 | 29.82 | - | 78 | 76 | - | C | CICU | W | 8 | 10 | - | - | | | | | | | | |
| 6 | 319 | - | - | - | - | - | 100 | W | 1 | 29.82 | - | 78 | 76 | - | C | CICU | W | 9 | 10 | - | - | | | | | | | | |
| 7 | 393 | 105.5 | 10 | 7 | - | - | - | W | 1 | 29.83 | - | 77 | 75 | - | C | A-CU | W | 9 | 15 | - | - | | | | | | | | |
| 8 | 91 | - | - | - | - | - | - | S | 1 | 29.89 | - | 80 | 77 | - | C | CICU | S | 8 | 20 | - | - | | | | | | | | |
| 9 | 80 | - | - | - | - | - | - | SW | 1 | 29.90 | - | 80 | 76 | - | BC | A-CU | S | 2 | 20 | - | - | | | | | | | | |
| 10 | 80 | - | - | - | - | - | - | SW | 1 | 29.88 | - | 81 | 81 | - | BC | A-CU | S | 2 | 20 | - | - | | | | | | | | |
| 11 | 66 | - | - | - | - | - | - | - | - | 29.88 | - | 83 | 84 | - | BC | A-CU | - | 2 | 20 | - | - | | | | | | | | |
| 12 | 78 | - | - | - | - | - | - | SW | 1 | 29.84 | - | 91 | 82 | - | BC | A-CU | S | 3 | 20 | - | - | | | | | | | | |
| | | | | | | | | Fuel { Received <u>52045</u> Expended <u>2114</u> On hand <u>158720</u> | | | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | |
| Noon { Latitude _____ Longitude _____ | | | | | | | | Water { Distilled <u>12090</u> Received _____ Expended <u>13452</u> On hand <u>24716</u> | | | | Morning | | | | Afternoon | | | | | | | | | | | | | |
| Current { Set _____ Drift _____ | | | | | | | | | | | | Division | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 4 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 5 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 6 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 7 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 8 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 9 | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | | BEFORE LEAVING PORT | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | Draft for'd <u>13' 8"</u> Draft aft <u>14' 3"</u> | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | AFTER ENTERING PORT | | | | | | | | | | | | | | | | | | | | | |
| Compass No. _____ | | | | | | | | Draft for'd _____ Draft aft _____ | | | | | | | | | | | | | | | | | | | | | |
| S. H. _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Variation _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deviation _____ | | | | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Maximum <u>93°</u> Minimum <u>81°</u> | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Conditions: <u>Normal</u> | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | |
| 13 | 75 | - | - | - | - | - | - | SW | 1 | 29.76 | - | 89 | 80 | - | BC | A-CU | S | 3 | 20 | - | - | | | | | | | | |
| 14 | 78 | - | - | - | - | - | - | SW | 2 | 29.84 | - | 88 | 80 | - | BC | A-CU | S | 3 | 20 | - | - | | | | | | | | |
| 15 | 77 | - | - | - | - | - | - | SW | 2 | 29.79 | - | 78 | 84 | - | BC | A-CU | S | 3 | 20 | - | - | | | | | | | | |
| 16 | 78 | - | - | - | - | - | - | NE | 2 | 29.78 | - | 89 | 81 | - | C | A-CU | NE | 5 | 20 | - | - | | | | | | | | |
| 17 | 74 | - | - | - | - | - | - | NE | 2 | 29.78 | - | 82 | 80 | - | C | A-CU | NE | 5 | 20 | - | - | | | | | | | | |
| 18 | 76 | - | - | - | - | - | - | NE | 2 | 29.80 | - | 82 | 80 | - | C | A-CU | NE | 5 | 20 | - | - | | | | | | | | |
| 19 | 72 | - | - | - | - | - | - | NE | 2 | 29.80 | - | 80 | 79 | - | C | A-CU | NE | 5 | 15 | - | - | | | | | | | | |
| 20 | 72 | - | - | - | - | - | - | NE | 2 | 29.80 | - | 79 | 78 | - | C | A-CU | NE | 5 | 10 | - | - | | | | | | | | |
| 21 | 71 | - | - | - | - | - | - | NE | 2 | 29.84 | - | 78 | 78 | - | C | A-CU | NE | 7 | 10 | - | - | | | | | | | | |
| 22 | 300 | - | - | - | - | - | - | NE | 2 | 29.87 | - | 84 | 79 | - | C | CUNB | NE | 8 | 10 | - | - | | | | | | | | |
| 23 | 254 | - | - | - | - | - | - | NE | 2 | 29.87 | - | 81 | 76 | - | C | CUNB | NE | 8 | 10 | - | - | | | | | | | | |
| 24 | 359 | 57.5 | 5 | 8 | - | 4 | 000 | NE | 2 | 29.87 | - | 81 | 76 | - | BC | A-CU | NE | 4 | 10 | 1 | NE | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>P. Hansen Ltjg U.S.N.</u> Navigator. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

LOG OF THE UNITED STATES SHIP

ABNER READ

(DD 526)

(Name)

(Identification Number)

SUN
(Day)4
(Date)JUNE
(Month)

1944

Zone description -10

TB HUTCHINS. III

Comdr U. S. Navy, Commanding.

| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | |
|-------|--|---|-------------------|--------|-------------------|--------|-------------------|-----------|-------|---------------------|---------------------|------------------|------------------|---------------------|------|------------------------|-----------------|--------|------------|-----------|-----------------|
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | FORM | | MOVING FROM- | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM- |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 539 | 138.2 | 14 | 0 | 14 | 1 | 297 | NW | 1 | 29.85 | - | 82 | 77 | 86 | BC | CI CU | NW | 4 | 10 | 1 | NE |
| 2 | 505 | 154.0 | 15 | 6 | 15 | 4 | 297 | NW | 1 | 29.85 | - | 82 | 77 | 86 | BC | CI CU | NW | 4 | 10 | 1 | NE |
| 3 | 548 | 154.9 | 15 | 7 | 15 | 8 | 297 | NW | 1 | 29.82 | - | 83 | 78 | 86 | BC | CI CU | NW | 4 | 10 | 1 | NE |
| 4 | 504 | 152.8 | 15 | 5 | 15 | 2 | 297 | NW | 1 | 29.82 | - | 82 | 78 | 86 | O-R | CU NB | NW | 10 | 8 | 1 | NE |
| 5 | 537 | 155.6 | 15 | 8 | 15 | 7 | 297 | NW | 1 | 29.82 | - | 82 | 79 | 86 | O-D | CU NB | NW | 10 | 8 | 1 | NE |
| 6 | 499 | 154.6 | 15 | 7 | 15 | 5 | 297 | NW | 1 | 29.85 | - | 79 | 77 | 86 | O | CU NB | NW | 10 | 10 | 1 | NE |
| 7 | 544 | 156.3 | 15 | 8 | 16 | 0 | 295 | NW | 1 | 29.84 | - | 80 | 78 | 86 | O | CU NB | NW | 10 | 15 | 1 | NE |
| 8 | 366 | 154.7 | 15 | 7 | 15 | 2 | 290 | W | 2 | 29.87 | - | 81 | 78 | 86 | O | CU NB | NW | 10 | 20 | 1 | NE |
| 9 | 547 | 151.6 | 15 | 4 | 15 | 5 | 305 | WNW | 2 | 29.87 | - | 82 | 78 | 86 | O | CU NB | NW | 10 | 20 | 1 | NE |
| 10 | 512 | 154.7 | 15 | 7 | 15 | 7 | 305 | WNW | 2 | 29.86 | - | 83 | 76 | 86 | O | CU NB | NW | 9 | 20 | 1 | NE |
| 11 | 557 | 152.8 | 15 | 9 | 15 | 6 | 280 | WNW | 2 | 29.85 | - | 86 | 80 | 86 | C | CU NB | NW | 9 | 20 | 1 | NE |
| 12 | 501 | 153.2 | 15 | 5 | 15 | 4 | 290 | WNW | 2 | 29.85 | - | 86 | 80 | 86 | C | A CU | NW | 9 | 20 | 1 | NE |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|---|--|--|--|--|--|--|--|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Noon { Latitude Longitude | | Fuel { Received Expended 3132 On hand 155583 | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Morning | | | | | | | | Afternoon | | | | | | | | | | | | | | | |
| Current { Set Drift | | Water { Distilled 12500 Received Expended 13106 On hand 24110 | | Division | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 2 3 4 5 6 7 8 9 | | | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE Error | | BEFORE LEAVING PORT Draft for'd Draft aft | | AFTER ENTERING PORT Draft for'd Draft aft | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. S. H. Error Variation Deviation | | MAGAZINE TEMPERATURES: Maximum 95° Minimum 82° CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------|------|-------|----|---|-----|---|-----|----|---|-------|----|----|----|----|----|-------|----|----|----|----|----|
| 13 | 526 | 157.4 | 15 | 9 | 15 | 7 | 290 | NE | 2 | 29.83 | - | 89 | 81 | 86 | C | CI CU | NE | 8 | 30 | 1 | NE |
| 14 | 528 | 153.3 | 15 | 5 | 15 | 4 | 290 | NE | 2 | 29.80 | - | 88 | 80 | 86 | C | CI CU | NE | 8 | 30 | 1 | NE |
| 15 | 598 | 154.5 | 15 | 7 | 15 | 7 | 280 | NE | 2 | 29.77 | - | 87 | 80 | 86 | BC | CU | NE | 3 | 30 | 1 | NE |
| 16 | 520 | 154.9 | 15 | 7 | 15 | 7 | 280 | NE | 2 | 29.75 | - | 86 | 79 | 86 | BC | CU | NE | 2 | 30 | 1 | NE |
| 17 | 559 | 159.8 | 16 | 0 | 15 | 9 | 280 | NW | 2 | 29.75 | - | 85 | 78 | 86 | BC | CU | — | 1 | 30 | 1 | NE |
| 18 | 1224 | 181.2 | 18 | 3 | 17 | 9 | 280 | NW | 2 | 29.75 | - | 85 | 79 | 86 | BC | CI | NW | 2 | 30 | 1 | NE |
| 19 | 906 | 171.6 | 17 | 4 | 17 | 1 | 280 | NW | 2 | 29.76 | - | 84 | 78 | 86 | BC | CI | NW | 2 | 30 | 1 | NE |
| 20 | 950 | 177.6 | 18 | 0 | 17 | 2 | 180 | NW | 2 | 29.79 | - | 84 | 78 | 86 | BC | ACU | NW | 4 | 20 | 1 | NE |
| 21 | 134 | 235.5 | 23 | 2 | 22 | 7 | 225 | NW | 2 | 29.80 | - | 84 | 79 | 86 | BC | ACU | NW | 4 | 20 | 1 | NE |
| 22 | 940 | 196.9 | 19 | 7 | 19 | 4 | 250 | NW | 2 | 29.82 | - | 83 | 78 | 86 | BC | ACU | — | 1 | 15 | 1 | NE |
| 23 | 1053 | 192.7 | 19 | 4 | 18 | 5 | 280 | NW | 2 | 29.85 | - | 83 | 79 | 86 | BC | A-CU | — | 1 | 15 | 1 | NE |
| 24 | 1112 | 200.2 | 20 | 2 | 100 | | | NW | 2 | 29.84 | - | 83 | 79 | 86 | BC | CI CU | NW | 4 | 15 | 1 | NE |

SUBMERGED RUN DATA—SUBMARINES

| | 1 | 2 | 3 | 4 | 5 |
|------------------|---|---|---|---|---|
| Run No. (Serial) | | | | | |
| Time to submerge | | | | | |
| Greatest depth | | | | | |

R. Hansen Ltjg USN
Navigator.

CONFIDENTIAL

PART I
COLUMNS

LOG OF THE UNITED STATES SHIP

ABNER READ

(Name)

(Identification Number)

MON 5 JUNE 1944

(Day)

(Date)

(Month)

Zone description

-10

T.B. HUTCHINS III

COMDR U. S. Navy, Commanding.

| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | By Revs. | | By Log | | Course (P. C.) | Wind | | Barometer | | Temperature | | | Weather, By Symbols | Clouds | | | Visibility | Sea | |
|-------|--|---|-------------------|--------|-------------------|--------|-------------------|---|-----------|-----------|---------------------|---------------------|------------------|------------------|------------------------|---------------------|------|------------------|------------|--------|-----------|
| | | | Nautical Miles | Tenths | Nautical Miles | Tenths | | Gyro — Mag. — (Indicate which) | Direction | Force | Height In Inches | Reading At Ther. | Air, Dry Bulb | Air, Wet Bulb | | Water At Surface | Form | Moving From — | | Amount | Condition |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1201 | 227.7 | 22 | 5 | 22 | 1 | 075 | NE | 2 | 29.85 | - | 83 | 78 | 86 | C | ACU | NE | 9 | 10 | 1 | NE |
| 2 | 1469 | 225.8 | 22 | 3 | 21 | 2 | 060 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | ACU | NE | 9 | 10 | 1 | NE |
| 3 | 607 | 143.4 | 14 | 6 | 15 | 5 | 330 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | CI CU | NE | 9 | 10 | 1 | NE |
| 4 | 563 | 144.1 | 14 | 6 | 14 | 4 | 090 | NE | 2 | 29.80 | - | 84 | 80 | 86 | C | ACU | NE | 9 | 10 | 1 | NE |
| 5 | 595 | 146.1 | 14 | 8 | 14 | 7 | 090 | NE | 2 | 29.80 | - | 84 | 80 | 86 | O | A-CU | - | 10 | 10 | 1 | NE |
| 6 | 586 | 146.8 | 14 | 9 | 15 | 0 | 090 | NE | 2 | 29.80 | - | 83 | 79 | 86 | O | A-CU | - | 10 | 10 | 1 | NE |
| 7 | 555 | 143.1 | 14 | 5 | 14 | 9 | 100 | NE | 2 | 29.82 | - | 84 | 80 | 86 | C | A-CU | NE | 8 | 15 | 1 | NE |
| 8 | 568 | 145.2 | 14 | 8 | 14 | 9 | 090 | NE | 2 | 29.83 | - | 85 | 80 | 86 | C | A-CU | NE | 8 | 20 | 1 | NE |
| 9 | 523 | 145.6 | 14 | 8 | 15 | 1 | 082 | NE | 2 | 29.88 | - | 81 | 78 | 86 | C-D | CU NB | NE | 9 | 20 | 1 | NE |
| 10 | 560 | 145.5 | 14 | 8 | 14 | 9 | 090 | NE | 2 | 29.86 | - | 79 | 76 | 86 | C | A-CU | NE | 6 | 20 | 1 | NE |
| 11 | 634 | 146.8 | 14 | 9 | 14 | 2 | 105 | NE | 2 | 29.86 | - | 81 | 77 | 86 | C | A-CU | NE | 6 | 20 | 1 | NE |
| 12 | 585 | 142.3 | 14 | 4 | 14 | 5 | 260 | NE | 2 | 29.88 | - | 85 | 80 | 86 | C | ACU | NE | 6 | 20 | 1 | NE |

| | | | | | |
|------------------------------|--|---|--|----------------------|--|
| Noon { Latitude Longitude | | Fuel { Received Expended 16,592 On hand 138,991 | | DRILLS AND EXERCISES | |
| | | Water { Distilled 12,700 Received Expended 10,641 On hand 26,169 | | Morning Afternoon | |
| Current { Set Drift | | GYROCOMPASS IN USE | | Division | |
| Error | | BEFORE LEAVING PORT | | 1 | |
| STANDARD MAG. COMPASS | | Draft for'd | | 2 | |
| Compass No. | | Draft aft | | 3 | |
| S. H. | | AFTER ENTERING PORT | | 4 | |
| Error | | Draft for'd | | 5 | |
| Variation | | Draft aft | | 6 | |
| Deviation | | MAGAZINE TEMPERATURES: | | 7 | |
| | | Maximum 95° | | 8 | |
| | | Minimum 82° | | 9 | |
| | | Conditions NORMAL | | | |

| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------|-----|-------|----|---|----|---|-----|----|---|-------|----|----|----|----|-----|-------|----|----|----|----|----|
| 13 | 520 | 144.8 | 14 | 7 | 15 | 6 | 260 | NE | 2 | 29.84 | - | 88 | 81 | 86 | BC | A ST | NE | 3 | 30 | 1 | NE |
| 14 | 583 | 143.4 | 14 | 5 | 14 | 3 | 260 | NW | 2 | 29.80 | - | 87 | 80 | 86 | BC | ACU | NW | 3 | 30 | 1 | SW |
| 15 | 489 | 143.0 | 14 | 3 | 14 | 8 | 260 | NW | 2 | 29.78 | - | 88 | 80 | 86 | BC | CI ST | NW | 4 | 30 | 1 | SW |
| 16 | 505 | 142.5 | 14 | 5 | 14 | 6 | 260 | NW | 3 | 29.76 | - | 87 | 83 | 86 | BC | CI ST | NW | 4 | 30 | 1 | SW |
| 17 | 497 | 144.8 | 14 | 6 | 14 | 7 | 260 | NW | 3 | 29.78 | - | 87 | 87 | 86 | BC | A-CU | NW | 4 | 30 | 1 | SW |
| 18 | 497 | 143.2 | 14 | 5 | 14 | 2 | 275 | NW | 3 | 29.72 | - | 86 | 86 | 86 | BC | A-CU | NW | 4 | 30 | 1 | SW |
| 19 | 541 | 142.5 | 14 | 5 | 14 | 6 | 260 | NW | 2 | 29.79 | - | 84 | 79 | 86 | C | CU NB | NW | 8 | 10 | 1 | SW |
| 20 | 522 | 141.1 | 14 | 3 | 14 | 5 | 183 | NW | 2 | 29.82 | - | 84 | 79 | 86 | C | CU NB | NW | 10 | 10 | 1 | SW |
| 21 | 564 | 140.9 | 14 | 3 | 14 | 2 | 000 | NW | 2 | 29.84 | - | 83 | 79 | 86 | C-D | CU NB | - | 10 | 10 | 1 | SW |
| 22 | 536 | 140.4 | 14 | 2 | 14 | 1 | 090 | NW | 2 | 29.86 | - | 83 | 79 | 86 | C | CU NB | NW | 9 | 10 | 1 | NW |
| 23 | 542 | 143.1 | 14 | 5 | 14 | 6 | 080 | NW | 2 | 29.86 | - | 83 | 79 | 86 | O-D | CU NB | NW | 10 | 10 | 1 | NW |
| 24 | 567 | 142.6 | 14 | 5 | 14 | 5 | 270 | NW | 2 | 29.85 | - | 81 | 78 | 86 | O-D | CU NB | NW | 10 | 10 | 1 | NW |

SUBMERGED RUN DATA—SUBMARINES

| | 1 | 2 | 3 | 4 | 5 |
|------------------|---|---|---|---|---|
| Run No. (Serial) | | | | | |
| Time to submerge | | | | | |
| Greatest depth | | | | | |

R. Hansen Ltjg USN
Navigator.

COLUMNS

CONFIDENTIAL

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> DD526 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|--------------------------------|----------------|--------|----------------|--------|---|-----------|-------|--|------------------|---------------|---------------|------------------|--------------------|--------|--------------|--------|------------|-------------------------|--------------|---|---|---|---|---|------------------|--|--|--|--|--|------------------|--|--|--|--|--|----------------|--|--|--|--|--|
| | | | | | | | | | | (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | TUES 6 JUNE, 1944 | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | T.B. HUTCHINS III, COMMANDER U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAF" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DAY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM- | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM- | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 568 | 145.4 | 14 | 7 | 14 | 9 | 310 | NW | 5 | 29.83 | - | 81 | 78 | 86 | C | CUNB | NW | 10 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 525 | 142.1 | 14 | 4 | 14 | 4 | 090 | NW | 4 | 29.83 | - | 81 | 78 | 86 | C | CIST | NW | 8 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 556 | 145.8 | 14 | 8 | 14 | 8 | 270 | NW | 4 | 29.80 | - | 81 | 78 | 86 | C | CIST | NW | 9 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 560 | 146.4 | 14 | 8 | 14 | 9 | 270 | NW | 2 | 29.78 | - | 81 | 78 | 86 | C | CIST | NW | 9 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 666 | 167.1 | 16 | 9 | 16 | 9 | 085 | NW | 2 | 29.79 | - | 81 | 78 | 86 | C | CIST | NW | 8 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 673 | 169.5 | 17 | 2 | 17 | 0 | 085 | NW | 2 | 29.80 | - | 81 | 78 | 86 | C | CUNB | NW | 8 | 10 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 596 | 170.1 | 17 | 2 | 17 | 0 | 085 | NW | 2 | 29.82 | - | 82 | 78 | 86 | C | CIST | NW | 6 | 15 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 628 | 160.8 | 16 | 3 | 16 | 6 | 100 | NW | 3 | 29.83 | - | 82 | 78 | 86 | C | CIST | NW | 7 | 20 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 609 | 156.4 | 15 | 8 | 15 | 6 | 075 | C | 2 | 29.86 | - | 85 | 80 | 86 | C | CICU | NW | 9 | 30 | 2 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 604 | 155.8 | 15 | 8 | 15 | 8 | 085 | ESE | 2 | 29.88 | - | 86 | 80 | 86 | C | A-CU | NW | 10 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 835 | 180.8 | 18 | 3 | 17 | 2 | 125 | ESE | 2 | 29.87 | - | 86 | 80 | 86 | C | STCU | NW | 9 | 20 | 1 NW | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 1170 | 213.2 | 21 | 2 | 23 | 8 | 120 | NE | 2 | 29.84 | - | 86 | 80 | 86 | C | A-CU | NE | 9 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Noon { Latitude _____ Longitude _____ | | | | | | | Fuel { Received _____ Expended <u>14,249</u> On hand <u>124,742</u> | | | | | | | Morning | | | | | | Afternoon | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Water { Distilled <u>12,120</u> Received _____ Expended <u>12,554</u> On hand <u>25,735</u> | | | | | | | Division | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current { Set _____ Drift _____ | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | BEFORE LEAVING PORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | Draft for'd _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Draft aft _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | AFTER ENTERING PORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Compass No. _____ | | | | | | | Draft for'd <u>12' 6"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. H. _____ | | | | | | | Draft aft <u>13' 8"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Variation _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deviation _____ | | | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Maximum <u>95°</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Minimum <u>82°</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | CONDITIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | NORMAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 2058 | 280.5 | 26 | 8 | 26 | 3 | 120 | NE | 2 | 29.84 | - | 86 | 80 | 86 | C | A-CU | NE | 9 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 1976 | 270.7 | 26 | 1 | 25 | 8 | 120 | NE | 2 | 29.80 | - | 85 | 80 | 86 | C | A-CU | NE | 10 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 1967 | 273.0 | 27 | 2 | 26 | 2 | 120 | NE | 3 | 29.80 | - | 85 | 80 | 86 | C | A-CU | NE | 10 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 2127 | 277.7 | 26 | 6 | 26 | 0 | 120 | NE | 3 | 29.76 | - | 85 | 80 | 86 | C | A-CU | NE | 10 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 1880 | 270.7 | 26 | 0 | 26 | 2 | 135 | SE | 3 | 29.77 | - | 84 | 80 | 86 | C | A-CU | SE | 10 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 1765 | 270.1 | 26 | 0 | 25 | 3 | 120 | SE | 2 | 29.78 | - | 84 | 79 | 86 | C | A-CU | SE | 10 | 20 | 2 N | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 880 | 181.5 | 18 | 5 | - | - | - | SE | 1 | 29.80 | - | 81 | 78 | - | C | STCU | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 222 | - | - | - | - | - | - | SE | 1 | 29.82 | - | 80 | 78 | - | C | CUNB | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 207 | - | - | - | - | - | - | SE | 1 | 29.85 | - | 80 | 78 | - | C | CUNB | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 225 | - | - | - | - | - | - | SE | 1 | 29.86 | - | 80 | 78 | - | O-D | CUNB | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 391 | 25.6 | 2 | 6 | - | - | - | SE | 1 | 29.86 | - | 79 | 78 | 86 | O-D | CUNB | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 565 | - | - | - | - | - | - | SE | 1 | 29.85 | - | 80 | 78 | - | O-D | CUNB | SE | 10 | 10 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"><thead><tr><th></th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th></tr></thead><tbody><tr><td>Run No. (Serial)</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Time to submerge</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Greatest depth</td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table> | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | 3 | 4 | 5 | Run No. (Serial) | | | | | | Time to submerge | | | | | | Greatest depth | | | | | |
| | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. H. HANSEN (Ltjg) U.S.N. Navigator. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD526) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|--------------------------------|----------------|-----------|----------------|----------|----------------|-----------|-------|---|------------------|--------------------|---------------|---------------|---------------------|-----------------------|------|---------------------|--------|-------------|-----------|-------------|--|---------------------|--|-------------|--|------------------------|--|------------------------|--|---------|--|------------|--|---------|--|-----|--|
| (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WED 7 JUNE 1944 | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> , <u>Comdr</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAF" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | TEMPERATURE | | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | | WATER AT SURFACE | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 253 | — | — | — | — | — | SE | 1 | 29.80 | — | 79 | 77 | — | 0 | CUNB | SE | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 2 | 372 | 121.1 | 12 | 3 | — | 300 | SE | 1 | 29.80 | — | 79 | 77 | 86 | 0 | CUNB | SE | 10 | 10 | 1 | NE | | | | | | | | | | | | | | | | | | | |
| 3 | 195 | 58.2 | 7 | 3 | — | 195 | SE | 1 | 29.79 | — | 78 | 76 | 86 | 0 | CUNB | SE | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 4 | 101 | — | — | — | — | — | — | 0 | 29.77 | — | 78 | 76 | — | 0 | CUNB | — | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 5 | 70 | — | — | — | — | — | S | 1 | 29.76 | — | 77 | 76 | — | 0 | CUNB | S | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 6 | 73 | — | — | — | — | — | — | 0 | 29.76 | — | 77 | 76 | — | 0 | CUNB | — | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 7 | 54 | — | — | — | — | — | SE | 1 | 29.78 | — | 77 | 76 | — | 0 | CUNB | — | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 8 | 67 | — | — | — | — | — | S | 1 | 29.80 | — | 77 | 76 | — | 0 | A-CU | SE | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 9 | 65 | — | — | — | — | — | S | 1 | 29.82 | — | 78 | 76 | — | 0 | A-CU | S | 9 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 10 | 68 | — | — | — | — | — | S | 1 | 29.83 | — | 80 | 76 | — | 0 | A-CU | S | 9 | 10 | — | — | | | | | | | | | | | | | | | | | | | |
| 11 | 70 | — | — | — | — | — | — | 0 | 29.82 | — | 82 | 78 | — | 0 | A-CU | — | 9 | 15 | — | — | | | | | | | | | | | | | | | | | | | |
| 12 | 82 | — | — | — | — | — | — | 0 | 29.82 | — | 86 | 79 | — | 0 | A-CU | — | 9 | 15 | — | — | | | | | | | | | | | | | | | | | | | |
| Noon | | Latitude | | Longitude | | Current | | Set | | Drift | | GYROCOMPASS IN USE | | Error | | STANDARD MAG. COMPASS | | Compass No. | | S. H. | | Error | | Variation | | Deviation | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | | |
| Fuel | | Received | | 55,802 | | Expended | | 21,909 | | On hand | | 158,636 | | Division | | Morning | | Afternoon | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | 9 | | | |
| Water | | Distilled | | 12,050 | | Received | | — | | Expended | | 13,301 | | On hand | | 24,444 | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | 95° | | Minimum | | 82° | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | |
| 13 | 69 | — | — | — | — | — | — | N | 1 | 29.78 | — | 90 | 82 | — | 0 | A-CU | N | 9 | 20 | — | — | | | | | | | | | | | | | | | | | | |
| 14 | 69 | — | — | — | — | — | — | N | 1 | 29.76 | — | 90 | 82 | — | 0 | A-CU | N | 10 | 20 | — | — | | | | | | | | | | | | | | | | | | |
| 15 | 81 | — | — | — | — | — | — | N | 1 | 29.74 | — | 90 | 82 | — | 0 | ST-CU | N | 10 | 15 | — | — | | | | | | | | | | | | | | | | | | |
| 16 | 61 | — | — | — | — | — | — | W | 1 | 29.72 | — | 87 | 79 | — | 0 | ST-CU | W | 10 | 15 | — | — | | | | | | | | | | | | | | | | | | |
| 17 | 62 | — | — | — | — | — | — | — | 0 | 29.72 | — | 85 | 79 | — | 0 | ST-CU | W | 10 | 15 | — | — | | | | | | | | | | | | | | | | | | |
| 18 | 70 | — | — | — | — | — | — | S | 1 | 29.74 | — | 85 | 80 | — | 0 | ST-CU | W | 10 | 15 | — | — | | | | | | | | | | | | | | | | | | |
| 19 | 70 | — | — | — | — | — | — | S | 1 | 29.78 | — | 82 | 79 | — | 0 | ST-CU | S | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | |
| 20 | 79 | — | — | — | — | — | — | S | 1 | 29.78 | — | 81 | 79 | — | 0 | ST-CU | S | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | |
| 21 | 70 | — | — | — | — | — | — | S | 1 | 29.81 | — | 80 | 78 | — | 0 | ST-CU | S | 9 | 10 | — | — | | | | | | | | | | | | | | | | | | |
| 22 | 69 | — | — | — | — | — | — | — | 0 | 29.81 | — | 80 | 79 | — | 0 | ST-CU | — | 7 | 10 | — | — | | | | | | | | | | | | | | | | | | |
| 23 | 257 | — | — | — | — | — | — | — | 0 | 29.81 | — | 81 | 79 | — | 0 | CI-CU | — | 10 | 10 | — | — | | | | | | | | | | | | | | | | | | |
| 24 | 456 | 69.0 | 70 | 20 | 345 | — | — | — | 0 | 29.82 | — | 81 | 79 | 86 | 0 | CI-CU | — | 10 | 10 | 2 | NW | | | | | | | | | | | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> <u>DD 526</u> | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|---|-------|---|------------------|---------------|---------------|------------------|---------------------|--------|-------------|--------|------------|-----------|-------------|
| (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | |
| <u>THURS 8 JUNE</u> , 19 <u>44</u> | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> , <u>COMDR</u> U. S. Navy, Commanding. | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY MEER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (R. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 528 | 143.8 | 14 | 6 | 14 | 5 | 297 | NW | 1 | 29.80 | - | 83 | 79 | 86 | C | CICU | NW | 10 | 10 | 2 | NW |
| 2 | 499 | 144.7 | 14 | 7 | 14 | 7 | 297 | NW | 1 | 29.80 | - | 83 | 79 | 86 | O | ACU | NW | 10 | 10 | 2 | NW |
| 3 | 481 | 143.7 | 14 | 6 | 14 | 6 | 297 | NW | 1 | 29.76 | - | 83 | 78 | 86 | O | ACU | NW | 10 | 10 | 2 | NW |
| 4 | 488 | 144.3 | 14 | 6 | 14 | 4 | 297 | NW | 1 | 29.76 | - | 83 | 78 | 86 | O | A-CU | NW | 10 | 10 | 2 | NW |
| 5 | 620 | 144.8 | 14 | 7 | 14 | 9 | 297 | NW | 1 | 29.74 | - | 82 | 79 | 86 | O | A-ST | NW | 10 | 10 | 2 | NW |
| 6 | 485 | 146.0 | 14 | 9 | 14 | 9 | 297 | NW | 1 | 29.74 | - | 82 | 79 | 86 | O | A-ST | NW | 10 | 10 | 2 | NW |
| 7 | 425 | 144.2 | 14 | 6 | 14 | 2 | 297 | NW | 2 | 29.76 | - | 83 | 78 | 86 | C | A-CU | NW | 9 | 20 | 2 | NW |
| 8 | 492 | 145.8 | 14 | 8 | 14 | 6 | 290 | NW | 2 | 29.78 | - | 84 | 79 | 86 | C | A-CU | NW | 9 | 20 | 1 | NW |
| 9 | 453 | 142.6 | 14 | 5 | 14 | 6 | 312 | NW | 3 | 29.80 | - | 84 | 79 | 86 | C | ST CU | NW | 10 | 20 | 1 | NW |
| 10 | 485 | 146.6 | 14 | 8 | 15 | 0 | 291 | NW | 3 | 29.81 | - | 84 | 79 | 86 | C | ST CU | NW | 9 | 20 | 1 | NW |
| 11 | 485 | 145.1 | 14 | 7 | 14 | 4 | 312 | NW | 3 | 29.82 | - | 84 | 79 | 86 | C-D | CU NB | NW | 10 | 20 | 1 | NW |
| 12 | 480 | 145.7 | 14 | 8 | 14 | 7 | 297 | WNW | 4 | 29.82 | - | 84 | 79 | 86 | O-R | CUNB | WNW | 10 | 10 | 1 | NW |
| Noon { Latitude <u>01° 05.75</u> Longitude <u>138° 31' E</u> | | | | | | | | Fuel { Received _____ Expended <u>305.7</u> On hand <u>1555.79</u> | | DRILLS AND EXERCISES Morning Afternoon Division 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ 7 _____ 8 _____ 9 _____ | | | | | | | | | | | |
| | | | | | | | | Water { Distilled <u>12620</u> Received _____ Expended <u>10457</u> On hand <u>26647</u> | | | | | | | | | | | | | |
| Current { Set _____ Drift _____ | | | | | | | | BEFORE LEAVING PORT Draft for'd <u>13' 3"</u> Draft aft <u>14' 3"</u> | | | | | | | | | | | | | |
| GYROCOMPASS IN USE Error _____ | | | | | | | | AFTER ENTERING PORT Draft for'd _____ Draft aft _____ | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. _____ S. H. _____ Error _____ Variation _____ Deviation _____ | | | | | | | | MAGAZINE TEMPERATURES: Maximum <u>98°</u> Minimum <u>82°</u> CONDITIONS NORMAL | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 498 | 143.5 | 14 | 6 | 14 | 7 | 297 | WNW | 4 | 29.78 | - | 79 | 76 | 86 | O-R | CUNB | WNW | 10 | 10 | 4 | NW |
| 14 | 470 | 144.5 | 14 | 7 | 14 | 6 | 297 | WNW | 4 | 29.76 | - | 79 | 76 | 86 | O-D | CUNB | WNW | 10 | 10 | 4 | NW |
| 15 | 745 | 145.0 | 16 | 1 | 15 | 7 | 350 | WNW | 4 | 29.74 | - | 82 | 78 | 86 | O | CUNB | WNW | 10 | 14 | 2 | NW |
| 16 | 1063 | 210.2 | 20 | 9 | 20 | 6 | 350 | WNW | 4 | 29.72 | - | 81 | 77 | 86 | O-D | CUNB | WNW | 10 | 15 | 2 | NW |
| 17 | 1068 | 215.1 | 21 | 4 | 20 | 8 | 290 | WNW | 4 | 29.72 | - | 83 | 78 | 86 | O | CUNB | WNW | 10 | 20 | 2 | NW |
| 18 | 1072 | 216.2 | 21 | 5 | 20 | 9 | 270 | WNW | 4 | 29.72 | - | 83 | 78 | 86 | O | CUNB | WNW | 10 | 20 | 2 | NW |
| 19 | 1155 | 217.1 | 21 | 6 | 21 | 1 | 290 | WNW | 4 | 29.75 | - | 83 | 78 | 86 | O | A-CU | WNW | 10 | 15 | 2 | NW |
| 20 | 1068 | 218.8 | 21 | 6 | 20 | 1 | 230 | WNW | 4 | 29.78 | - | 82 | 78 | 86 | C | CUNB | WNW | 9 | 10 | 2 | NW |
| 21 | 915 | 196.9 | 19 | 7 | 20 | 0 | 230 | WNW | 4 | 29.80 | - | 82 | 78 | 86 | C | CUNB | WNW | 9 | 10 | 2 | NW |
| 22 | 789 | 176.2 | 17 | 8 | 17 | 7 | 330 | WNW | 4 | 29.80 | - | 83 | 79 | 86 | C | CICU | WNW | 9 | 10 | 2 | NW |
| 23 | 708 | 166.5 | 16 | 9 | 16 | 5 | 270 | WNW | 4 | 29.80 | - | 83 | 79 | 86 | C | CUNB | WNW | 9 | 10 | 2 | NW |
| 24 | 643 | 174.5 | 16 | 4 | 24 | 4 | 310 | WNW | 4 | 29.80 | - | 82 | 79 | 86 | O | CUNB | — | 10 | 10 | 2 | NW |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| <u>R. Hansen Lt (jg) USN</u> Navigator. | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> <u>DD526</u> | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-------------------|--------|-------------------|--------|-------------------|-----------|-------|---------------------|---------------------|------------------|------------------|-------------------------|-----------------------|--------|----------------|--------|------------|-----------|----------------|
| (Name) | | | | | | | | | | | | | | (Identification Number) | | | | | | | |
| FRI 9 JUNE 1944 | | | | | | | | | | | | | | | | | | | | | |
| (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> <u>T.B. HUTCHINS III</u> <u>Commander</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | |
| Hour | Fuel Expended by Meter for Each Hour | "All Shaft" Average Revolu- tions | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | Nautical Miles | TENTHS | Nautical Miles | TENTHS | | Direction | Force | Height in Inches | Reading at Ther. | Air, Dry Bulb | Air, Wet Bulb | Water at Surface | | Form | Moving From | Amount | Visibility | Condition | Swells From |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 56.9 | 398.1 | 35 | 4 | 33 | 4 | 310 | WNW | 4 | 29.80 | - | 80 | 78 | 80 | 0 | CONB | - | 10 | 10 | 2 | NW |
| 2 | 59.1 | 29.7 | 26 | 0 | 25 | 2 | 090 | WNW | 4 | 29.80 | - | 80 | 78 | 86 | 0 | CUNB | - | 10 | 10 | 2 | NW |
| 3 | 51.2 | 147.4 | 14 | 9 | 14 | 7 | 090 | WNW | 2 | 29.78 | - | 78 | 76 | 86 | 0-R | CUNB | WNW | 10 | 5 | 2 | NW |
| 4 | 55.4 | 148.1 | 13 | 0 | 14 | 8 | 090 | WNW | 2 | 29.78 | - | 78 | 76 | 86 | 0 | CUNB | WNW | 10 | 8 | 2 | NW |
| 5 | 10.7 | 215.4 | 31 | 3 | 20 | 5 | 090 | WNW | 2 | 29.75 | - | 76 | 75 | 86 | 0-R | CUNB | WNW | 10 | 10 | 2 | NW |
| 6 | 10.6 | 219.1 | 21 | 6 | 21 | 5 | 090 | WNW | 2 | 29.75 | - | 79 | 77 | 86 | 0-R | CUNB | WNW | 10 | 10 | 2 | NW |
| 7 | 10.9 | 218.9 | 21 | 6 | 21 | 8 | 090 | SE | 2 | 29.75 | - | 80 | 79 | 86 | 0 | CUNB | SE | 10 | 15 | 2 | NW |
| 8 | 10.5 | 211.5 | 21 | 1 | 20 | 9 | 110 | SE | 2 | 29.78 | - | 82 | 78 | 86 | 0 | CUNB | SE | 10 | 15 | 2 | NW |
| 9 | 10.9 | 219.2 | 21 | 6 | 21 | 3 | 110 | WNW | 2 | 29.79 | - | 83 | 78 | 86 | 0 | CUNB | WNW | 10 | 15 | 4 | NW |
| 10 | 14.2 | 152.5 | 15 | 5 | 15 | 8 | 110 | WNW | 2 | 29.79 | - | 83 | 78 | 86 | 0 | A-ST | WNW | 10 | 15 | 4 | NW |
| 11 | 55.7 | 145.7 | 14 | 8 | 15 | 0 | 110 | WNW | 2 | 29.78 | - | 82 | 79 | 86 | 0 | CUNB | WNW | 10 | 15 | 4 | NW |
| 12 | 53.7 | 147.8 | 15 | 0 | 15 | 2 | 000 | WNW | 3 | 29.76 | - | 83 | 79 | 86 | 0 | CUNB | WNW | 10 | 15 | 4 | NW |
| DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | |
| Morning | Afternoon | | | | | | | | | | | | | | | | | | | | |
| Division | | | | | | | | | | | | | | | | | | | | | |
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| 4 | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | | | | | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | | | | | | | | | | | | | | |
| Compass No. | | | | | | | | | | | | | | | | | | | | | |
| S. H. | | | | | | | | | | | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| Variation | | | | | | | | | | | | | | | | | | | | | |
| Deviation | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| BEFORE LEAVING PORT | | | | | | | | | | | | | | | | | | | | | |
| Draft for'd | | | | | | | | | | | | | | | | | | | | | |
| Draft aft | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| AFTER ENTERING PORT | | | | | | | | | | | | | | | | | | | | | |
| Draft for'd | | | | | | | | | | | | | | | | | | | | | |
| Draft aft | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | | | | |
| Maximum | | | | | | | | | | | | | | | | | | | | | |
| Minimum | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| TESTED SPRINKLING SYSTEMS - CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 55.7 | 144.8 | 14 | 7 | 14 | 2 | 300 | WNW | 4 | 29.75 | - | 84 | 79 | 86 | 0 | CUNB | WNW | 10 | 20 | 4 | NW |
| 14 | 54.9 | 146.4 | 14 | 8 | 14 | 6 | 300 | NW | 4 | 29.73 | - | 84 | 79 | 86 | 0 | CUNB | NW | 10 | 20 | 4 | NW |
| 15 | 57.5 | 146.8 | 14 | 9 | 14 | 1 | 300 | NW | 4 | 29.73 | - | 84 | 79 | 86 | 0-R | CUNB | NW | 10 | 8 | 4 | NW |
| 16 | 58.1 | 147.4 | 14 | 9 | 14 | 8 | 295 | NW | 4 | 29.70 | - | 83 | 78 | 86 | 0 | CUNB | NW | 10 | 10 | 4 | NW |
| 17 | 64.4 | 162.1 | 16 | 4 | 15 | 0 | 255 | NW | 5 | 29.70 | - | 78 | 77 | 86 | 0-R | CUNB | NW | 10 | 0 | 4 | NW |
| 18 | 89.9 | 197.1 | 19 | 7 | 19 | 0 | 260 | NW | 5 | 29.72 | - | 81 | 77 | 86 | 0 | A-ST | NW | 10 | 10 | 5 | NW |
| 19 | 71.8 | 194.1 | 19 | 5 | 18 | 2 | 260 | NW | 5 | 29.74 | - | 80 | 76 | 86 | 0 | A-ST | NW | 10 | 10 | 5 | NW |
| 20 | 71.3 | 197.8 | 19 | 8 | 19 | 2 | 170 | NW | 3 | 29.74 | - | 80 | 76 | 86 | 0 | A-ST | NW | 10 | 10 | 5 | NW |
| 21 | 88.3 | 195.0 | 19 | 5 | 16 | 9 | 117 | NW | 8 | 29.80 | - | 82 | 78 | 86 | 0 | A-ST | NW | 10 | 10 | 5 | NW |
| 22 | 181.4 | 254.0 | 24 | 6 | 13 | 4 | 270 | NW | 3 | 29.83 | - | 83 | 77 | 86 | 0 | A-CU | NW | 10 | 10 | 4 | NW |
| 23 | 185.3 | 268.2 | 25 | 8 | 26 | 5 | 270 | NW | 3 | 29.83 | - | 83 | 77 | 86 | 0 | A-CU | NW | 10 | 10 | 4 | NW |
| 24 | 250.5 | 289.9 | 27 | 5 | 28 | 5 | 270 | NW | 3 | 29.84 | - | 84 | 79 | 86 | 0 | A-CU | NW | 10 | 10 | 4 | NW |
| SUBMERGED RUN DATA - SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |

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COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> <u>DD526</u> | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|-----------|-------|---|------------------|---------------|---------------|-------------------------|--------------------|-----------|-------------|--------|------------|-----------|-------------|
| (Name) | | | | | | | | | | | | | | (Identification Number) | | | | | | | |
| <u>SUN 11 JUNE 1944</u> | | | | | | | | | | | | | | (Day) (Date) (Month) | | | | | | | |
| Zone description <u>-10</u> <u>T.B. HUTCHINS III</u> <u>CUMDR</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL STAFF" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 72 | - | - | - | - | - | SE-E | 1 | 29.80 | - | 80 | 76 | - | BC | CI ST | E | 4 | 10 | - | - | |
| 2 | 70 | - | - | - | - | - | SE | 1 | 29.78 | - | 80 | 78 | - | C | A-CU | E | 9 | 10 | - | - | |
| 3 | 72 | - | - | - | - | - | SE | 1 | 29.77 | - | 80 | 78 | - | C | A-CU | E | 6 | 10 | - | - | |
| 4 | 73 | - | - | - | - | - | SE | 1 | 29.77 | - | 79 | 77 | - | BC | A-CU | SE | 3 | 10 | - | - | |
| 5 | 82 | - | - | - | - | - | - | 0 | 29.77 | - | 79 | 78 | - | BC | A-CU | - | 3 | 10 | - | - | |
| 6 | 73 | - | - | - | - | - | S | 1 | 29.80 | - | 78 | 77 | - | BC | A-CU | S | 3 | 10 | - | - | |
| 7 | 76 | - | - | - | - | - | S | 1 | 29.80 | - | 80 | 78 | - | BC | A-CU | S | 3 | 10 | - | - | |
| 8 | 76 | - | - | - | - | - | S | 1 | 29.82 | - | 80 | 79 | - | BC | A-CU | S | 4 | 10 | - | - | |
| 9 | 85 | - | - | - | - | - | S | 1 | 29.84 | - | 80 | 80 | - | BC | A-CU | S | 4 | 10 | - | - | |
| 10 | 80 | - | - | - | - | - | SE | 1 | 29.84 | - | 89 | 82 | - | C | A-CU | SE | 5 | 10 | - | - | |
| 11 | 82 | - | - | - | - | - | SE | 1 | 29.84 | - | 90 | 83 | - | C | A-CU | SE | 6 | 10 | - | - | |
| 12 | 84 | - | - | - | - | - | SE | 1 | 29.82 | - | 90 | 82 | - | C | A-CU | SE | 7 | 20 | - | - | |
| | | | | | | | | | | DRILLS AND EXERCISES | | | | | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | | | Fuel { Received Expended <u>24362</u> On hand <u>84011</u> | | Morning | | | | Afternoon | | | | | |
| | | | | | | | | | | Water { Distilled <u>11710</u> Received Expended <u>14051</u> On hand <u>27142</u> | | Division | | | | Division | | | | | |
| Current { Set Drift | | | | | | | | | | | | 1 | | | | 2 | | | | | |
| | | | | | | | | | | | | 3 | | | | 3 | | | | | |
| | | | | | | | | | | | | 4 | | | | 4 | | | | | |
| | | | | | | | | | | | | 5 | | | | 5 | | | | | |
| | | | | | | | | | | | | 6 | | | | 6 | | | | | |
| | | | | | | | | | | | | 7 | | | | 7 | | | | | |
| | | | | | | | | | | | | 8 | | | | 8 | | | | | |
| | | | | | | | | | | | | 9 | | | | 9 | | | | | |
| GYROCOMPASS IN USE | | | | | | | | | | BEFORE LEAVING PORT | | | | | | | | | | | |
| Error | | | | | | | | | | Draft for'd | | | | | | | | | | | |
| | | | | | | | | | | Draft aft | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | | | AFTER ENTERING PORT | | | | | | | | | | | |
| Compass No. | | | | | | | | | | Draft for'd | | | | | | | | | | | |
| S. H. | | | | | | | | | | Draft aft | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| Variation | | | | | | | | | | | | | | | | | | | | | |
| Deviation | | | | | | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | |
| | | | | | | | | | | Maximum <u>96°</u> | | | | | | | | | | | |
| | | | | | | | | | | Minimum <u>82°</u> | | | | | | | | | | | |
| | | | | | | | | | | CONDITIONS NORMAL | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 157 | - | - | - | - | - | - | NE | 1 | 29.80 | - | 90 | 81 | - | C | A-CU | NE | 8 | 20 | - | - |
| 14 | 70 | - | - | - | - | - | - | NNE | 1 | 29.79 | - | 92 | 83 | - | C | A-CU | NE | 8 | 20 | - | - |
| 15 | 70 | - | - | - | - | - | - | NNE | 1 | 29.76 | - | 92 | 83 | - | C | A-CU | NE | 8 | 20 | - | - |
| 16 | 281 | - | - | - | - | - | - | NNE | 2 | 29.76 | - | 90 | 81 | - | BC | A-CU | - | 3 | 20 | - | - |
| 17 | 636 | 117.9 | 12 | 0 | 6 | 1 | 082 | NE | 2 | 29.76 | - | 88 | 80 | - | BC | A-CU | NE | 3 | 20 | 1 | NW |
| 18 | 716 | 175.8 | 17 | 8 | 17 | 7 | 082 | NE | 2 | 29.78 | - | 86 | 80 | 86 | BC | CI CU | NE | 4 | 20 | 1 | NW |
| 19 | 608 | 171.4 | 17 | 4 | 17 | 2 | 082 | NE | 2 | 29.78 | - | 85 | 79 | 86 | BC | A-CU | NE | 4 | 10 | 1 | NW |
| 20 | 605 | 170.7 | 17 | 3 | 16 | 7 | 082 | NE | 2 | 29.80 | - | 84 | 79 | 86 | BC | A-CU | NE | 3 | 10 | 1 | NW |
| 21 | 637 | 171.2 | 17 | 3 | 17 | 3 | 082 | NE | 2 | 29.83 | - | 83 | 79 | 86 | BC | A-ST | NE | 2 | 10 | 1 | NW |
| 22 | 611 | 171.0 | 17 | 3 | 16 | 8 | 082 | NE | 3 | 29.84 | - | 84 | 79 | 86 | BC | CI CU | NE | 4 | 7 | 1 | NW |
| 23 | 583 | 173.0 | 17 | 5 | 17 | 7 | 082 | NE | 3 | 29.85 | - | 84 | 79 | 86 | C | A-CU | NE | 6 | 7 | 1 | NW |
| 24 | 587 | 171.9 | 17 | 4 | 17 | 2 | 082 | NE | 2 | 29.84 | - | 84 | 79 | 86 | C | A-CU | NE | 6 | 10 | 1 | NW |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| R. Hansen Ltjg. U.S.N. Navigator. | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

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| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD526) | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|--------------------------------|----------------|--------|------------------------|--------|----------------|-----------|-------|--|------------------|---------------|---------------|------------------|-------------------------|--------|-------------|--------|------------|-----------|-------------|
| (Name) | | | | | | | | | | | | | | | (Identification Number) | | | | | | |
| <u>MON 12 JUNE</u> , 19 <u>44</u> | | | | | | | | | | | | | | | | | | | | | |
| (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> , <u>COMDR.</u> U. S. Navy, Commanding. | | | | | | | | | | | |
| Hour | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAF" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 589 | 170.9 | 17 | 3 | 17 | 1 | 082 | NE | 2 | 29.81 | - | 84 | 78 | 86 | C | A-CU | NE | 7 | 10 | 1 | NW |
| 2 | 589 | 171.1 | 17 | 3 | 17 | 1 | 082 | NE | 2 | 29.80 | - | 84 | 79 | 86 | C | A-CU | NE | 9 | 10 | 1 | NE |
| 3 | 606 | 172.4 | 17 | 4 | 17 | 3 | 082 | NE | 2 | 29.79 | - | 83 | 79 | 86 | C | A-CU | NE | 9 | 10 | 1 | NE |
| 4 | 569 | 170.4 | 17 | 2 | 16 | 9 | 082 | NE | 2 | 29.78 | - | 83 | 79 | 86 | BC | A-CU | NE | 4 | 10 | 1 | NE |
| 5 | 274 | 171.5 | 17 | 4 | 17 | 4 | 082 | NE | 2 | 29.80 | - | 83 | 78 | 86 | BC | A-CU | NE | 5 | 10 | 1 | NE |
| 6 | 602 | 172.3 | 17 | 4 | 17 | 2 | 082 | NE | 2 | 29.82 | - | 83 | 78 | 86 | C | A-CU | NE | 7 | 15 | 1 | NE |
| 7 | 643 | 174.1 | 17 | 6 | 17 | 5 | 090 | NE | 2 | 29.82 | - | 84 | 79 | 86 | C | A-CU | NE | 7 | 20 | 1 | NE |
| 8 | 634 | 173.5 | 17 | 6 | 17 | 8 | 090 | NE | 2 | 29.82 | - | 85 | 80 | 86 | C | A-CU | NE | 7 | 30 | 1 | NE |
| 9 | 561 | 163.2 | 16 | 5 | 16 | 8 | 090 | NE | 2 | 29.85 | - | 85 | 80 | 86 | C | A-CU | NE | 8 | 30 | 1 | NE |
| 10 | 546 | 161.6 | 16 | 4 | 16 | 7 | 090 | NE | 2 | 29.87 | - | 85 | 80 | 86 | C | A-CU | NE | 8 | 30 | 1 | NE |
| 11 | 581 | 162.9 | 16 | 5 | 16 | 0 | 090 | NE | 2 | 29.85 | - | 86 | 80 | 86 | C | A-CU | NE | 8 | 30 | 1 | NE |
| 12 | 543 | 158.2 | 16 | 0 | 16 | 0 | 090 | NE | 2 | 29.82 | - | 87 | 80 | 86 | C | A-CU | NE | 9 | 20 | 1 | NE |
| DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | |
| Fuel | | | | | Morning | | | | | Afternoon | | | | | | | | | | | |
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| Latitude | | | | | | | | | | | | | | | | | | | | | |
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| Drift | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | BEFORE LEAVING PORT | | | | | | | | | | | | | | | | |
| Error | | | | | Draft for'd | | | | | | | | | | | | | | | | |
| | | | | | Draft aft | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | AFTER ENTERING PORT | | | | | | | | | | | | | | | | |
| Compass No. | | | | | Draft for'd | | | | | | | | | | | | | | | | |
| S. H. | | | | | Draft aft | | | | | | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| Variation | | | | | | | | | | | | | | | | | | | | | |
| Deviation | | | | | | | | | | | | | | | | | | | | | |
| | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | |
| | | | | | Maximum | | | | | | | | | | | | | | | | |
| | | | | | Minimum | | | | | | | | | | | | | | | | |
| | | | | | CONDITIONS | | | | | | | | | | | | | | | | |
| | | | | | NORMAL | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 542 | 161.6 | 16 | 4 | 16 | 4 | 105 | E | 2 | 29.81 | - | 87 | 81 | 86 | C | A-CU | E | 10 | 20 | 1 | E |
| 14 | 565 | 163.9 | 16 | 6 | 16 | 6 | 105 | E | 2 | 29.79 | - | 87 | 81 | 86 | C | A-ST | E | 10 | 20 | 1 | E |
| 15 | 601 | 169.2 | 17 | 1 | 17 | 1 | 125 | E | 2 | 29.78 | - | 88 | 82 | 86 | C | A-ST | E | 10 | 20 | 1 | E |
| 16 | 120 | 140.8 | 14 | 3 | 14 | 6 | 125 | E | 2 | 29.77 | - | 89 | 83 | 86 | C | A-CU | E | 9 | 20 | 1 | E |
| 17 | 267 | 91.1 | 9 | 2 | - | - | - | N | 1 | 29.80 | - | 88 | 81 | - | C | A-ST | N | 9 | 20 | 1 | - |
| 18 | 358 | - | - | - | - | - | - | N | 1 | 29.80 | - | 86 | 80 | - | C | A-ST | N | 8 | 15 | - | - |
| 19 | 130 | - | - | - | - | - | - | N | 1 | 29.80 | - | 84 | 79 | - | C | A-CU | N | 7 | 10 | - | - |
| 20 | 73 | - | - | - | - | - | - | SW | 2 | 29.82 | - | 84 | 78 | - | C | CUNB | SW | 8 | 10 | - | - |
| 21 | 106 | - | - | - | - | - | - | SW | 2 | 29.80 | - | 84 | 77 | - | C | CUNB | SW | 10 | 10 | - | - |
| 22 | 376 | 35.1 | 3 | 5 | - | - | - | SW | 2 | 29.84 | - | 80 | 77 | 86 | C | CUNB | SW | 7 | 10 | - | - |
| 23 | 163 | - | - | - | - | - | - | SW | 2 | 29.84 | - | 80 | 76 | - | C | CUNB | SW | 9 | 10 | - | - |
| 24 | 93 | - | - | - | - | - | - | SW | 1 | 27.84 | - | 80 | 76 | - | C | CUNB | SW | 9 | 10 | - | - |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | |
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PART I COLUMNS

| LOG OF THE UNITED STATES SHIP | | | | | | | | ABNER READ | | | | | | (70526) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | (Name) | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description -10 | | | | | | | | T.B. HUTCHINS III | | | | | | COMDR U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><th rowspan="2">HOUR</th><th rowspan="2">FUEL EXPENDED BY METER FOR EACH HOUR</th><th rowspan="2">"ALL SHAFT" AVERAGE REVOLUTIONS</th><th colspan="2">BY REVS.</th><th colspan="2">BY LOG</th><th rowspan="2">COURSE (P. C.)</th><th colspan="2">WIND</th><th colspan="2">BAROMETER</th><th colspan="3">TEMPERATURE</th><th rowspan="2">WEATHER BY SYMBOLS</th><th colspan="3">CLOUDS</th><th colspan="2">SEA</th></tr><tr><th>NAUTICAL MILES</th><th>TENTHS</th><th>NAUTICAL MILES</th><th>TENTHS</th><th>DIRECTION</th><th>FORCE</th><th>HEIGHT IN INCHES</th><th>READING AT THER.</th><th>AIR, DRY BULB</th><th>AIR, WET BULB</th><th>WATER AT SURFACE</th><th>FORM</th><th>MOVING FROM-</th><th>AMOUNT</th><th>VISIBILITY</th><th>CONDITION</th><th>SWELLS FROM-</th></tr><tr><td></td><td>0</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr><tr><td>A. 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C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | FORM | MOVING FROM- | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM- | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | A. M. | | | | | | | | | | | | | | | | | | | | | | 1 | 66 | - | - | - | - | - | - | SE | 1 | 29.82 | - | 79 | 77 | - | O | CUNB | SE | 10 | 10 | - | - | 2 | 78 | - | - | - | - | - | - | SE | 1 | 29.81 | - | 79 | 77 | - | O | CUNB | SE | 10 | 10 | - | - | 3 | 53 | - | - | - | - | - | - | SE | 1 | 29.81 | - | 79 | 77 | - | R | CUNB | SE | 10 | 9 | - | - | 4 | 72 | - | - | - | - | - | - | SE | 1 | 29.82 | - | 79 | 76 | - | B | CUNB | SE | 10 | 9 | - | - | 5 | 144 | - | - | - | - | - | - | SE | 1 | 29.84 | - | 79 | 76 | - | B | CUNB | SE | 10 | 8 | - | - | 6 | 419 | 74.6 | 7 | 6 | - | - | 115 | SE | 2 | 29.84 | - | 78 | 77 | - | O-R | CUNB | SE | 10 | 10 | - | - | 7 | 167 | 508 | 5 | 1 | - | - | - | SE | 1 | 29.86 | - | 78 | 76 | - | O-R | CUNB | SE | 10 | 10 | - | - | 8 | 66 | - | - | - | - | - | - | SE | 1 | 29.88 | - | 78 | 77 | - | O-O | CUNB | SE | 10 | 20 | - | - | 9 | 82 | - | - | - | - | - | - | E | 1 | 29.89 | - | 80 | 77 | - | O | CUNB | E | 10 | 20 | - | - | 10 | 82 | - | - | - | - | - | - | SE | 1 | 29.88 | - | 82 | 78 | - | O | CUNB | SE | 10 | 20 | - | - | 11 | 65 | - | - | - | - | - | - | SE | 1 | 29.89 | - | 84 | 80 | - | O | CUNB | SE | 10 | 20 | - | - | 12 | 66 | - | - | - | - | - | - | SE | 2 | 29.86 | - | 86 | 80 | - | O | CUNB | SE | 10 | 20 | - | - |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM- | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 66 | - | - | - | - | - | - | SE | 1 | 29.82 | - | 79 | 77 | - | O | CUNB | SE | 10 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 78 | - | - | - | - | - | - | SE | 1 | 29.81 | - | 79 | 77 | - | O | CUNB | SE | 10 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 53 | - | - | - | - | - | - | SE | 1 | 29.81 | - | 79 | 77 | - | R | CUNB | SE | 10 | 9 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 72 | - | - | - | - | - | - | SE | 1 | 29.82 | - | 79 | 76 | - | B | CUNB | SE | 10 | 9 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 144 | - | - | - | - | - | - | SE | 1 | 29.84 | - | 79 | 76 | - | B | CUNB | SE | 10 | 8 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 419 | 74.6 | 7 | 6 | - | - | 115 | SE | 2 | 29.84 | - | 78 | 77 | - | O-R | CUNB | SE | 10 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 167 | 508 | 5 | 1 | - | - | - | SE | 1 | 29.86 | - | 78 | 76 | - | O-R | CUNB | SE | 10 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 66 | - | - | - | - | - | - | SE | 1 | 29.88 | - | 78 | 77 | - | O-O | CUNB | SE | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 82 | - | - | - | - | - | - | E | 1 | 29.89 | - | 80 | 77 | - | O | CUNB | E | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 82 | - | - | - | - | - | - | SE | 1 | 29.88 | - | 82 | 78 | - | O | CUNB | SE | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 65 | - | - | - | - | - | - | SE | 1 | 29.89 | - | 84 | 80 | - | O | CUNB | SE | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 66 | - | - | - | - | - | - | SE | 2 | 29.86 | - | 86 | 80 | - | O | CUNB | SE | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | Fuel { Received 91623 Expended 11142 On hand 157867 | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Water { Distilled 11880 Received 11955 Expended 28173 On hand | | Morning | | | | | | Afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| GYROCOMPASS IN USE Error | | | | | | | | BEFORE LEAVING PORT Draft for'd Draft aft | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. S. H. Error Variation Deviation | | | | | | | | AFTER ENTERING PORT Draft for'd Draft aft | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | MAGAZINE TEMPERATURES: Maximum 98 Minimum 84.0 CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><td>P. M.</td><td>0</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr><tr><td>13</td><td>71</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>SE</td><td>2</td><td>29.86</td><td>-</td><td>85</td><td>80</td><td>-</td><td>O</td><td>CUNB</td><td>SE</td><td>10</td><td>20</td><td>-</td><td>-</td></tr><tr><td>14</td><td>70</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>SE</td><td>2</td><td>29.83</td><td>-</td><td>85</td><td>80</td><td>-</td><td>O-R</td><td>CUNB</td><td>SE</td><td>10</td><td>15</td><td>-</td><td>-</td></tr><tr><td>15</td><td>71</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>SE</td><td>2</td><td>29.79</td><td>-</td><td>84</td><td>80</td><td>-</td><td>O</td><td>A-ST</td><td>SE</td><td>10</td><td>15</td><td>-</td><td>-</td></tr><tr><td>16</td><td>70</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>SE</td><td>1</td><td>29.79</td><td>-</td><td>85</td><td>80</td><td>-</td><td>O</td><td>A-ST</td><td>SE</td><td>10</td><td>15</td><td>-</td><td>-</td></tr><tr><td>17</td><td>71</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>SE</td><td>1</td><td>29.79</td><td>-</td><td>83</td><td>78</td><td>-</td><td>O</td><td>A-ST</td><td>SE</td><td>10</td><td>15</td><td>-</td><td>-</td></tr><tr><td>18</td><td>70</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>E</td><td>1</td><td>29.80</td><td>-</td><td>83</td><td>78</td><td>-</td><td>O</td><td>H-ST</td><td>E</td><td>10</td><td>15</td><td>-</td><td>-</td></tr><tr><td>19</td><td>70</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>E</td><td>1</td><td>29.82</td><td>-</td><td>82</td><td>77</td><td>-</td><td>BC</td><td>H-ST</td><td>E</td><td>5</td><td>10</td><td>-</td><td>-</td></tr><tr><td>20</td><td>70</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>0</td><td>29.84</td><td>-</td><td>82</td><td>78</td><td>-</td><td>BC</td><td>A-ST</td><td>-</td><td>5</td><td>10</td><td>-</td><td>-</td></tr><tr><td>21</td><td>66</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>0</td><td>29.85</td><td>-</td><td>82</td><td>78</td><td>-</td><td>BC</td><td>A-ST</td><td>-</td><td>3</td><td>10</td><td>-</td><td>-</td></tr><tr><td>22</td></tr></table> | | | | | | | | | | | | | | | | | | | | | | P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 13 | 71 | - | - | - | - | - | - | SE | 2 | 29.86 | - | 85 | 80 | - | O | CUNB | SE | 10 | 20 | - | - | 14 | 70 | - | - | - | - | - | - | SE | 2 | 29.83 | - | 85 | 80 | - | O-R | CUNB | SE | 10 | 15 | - | - | 15 | 71 | - | - | - | - | - | - | SE | 2 | 29.79 | - | 84 | 80 | - | O | A-ST | SE | 10 | 15 | - | - | 16 | 70 | - | - | - | - | - | - | SE | 1 | 29.79 | - | 85 | 80 | - | O | A-ST | SE | 10 | 15 | - | - | 17 | 71 | - | - | - | - | - | - | SE | 1 | 29.79 | - | 83 | 78 | - | O | A-ST | SE | 10 | 15 | - | - | 18 | 70 | - | - | - | - | - | - | E | 1 | 29.80 | - | 83 | 78 | - | O | H-ST | E | 10 | 15 | - | - | 19 | 70 | - | - | - | - | - | - | E | 1 | 29.82 | - | 82 | 77 | - | BC | H-ST | E | 5 | 10 | - | - | 20 | 70 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 78 | - | BC | A-ST | - | 5 | 10 | - | - | 21 | 66 | - | - | - | - | - | - | - | 0 | 29.85 | - | 82 | 78 | - | BC | A-ST | - | 3 | 10 | - | - | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 71 | - | - | - | - | - | - | SE | 2 | 29.86 | - | 85 | 80 | - | O | CUNB | SE | 10 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 70 | - | - | - | - | - | - | SE | 2 | 29.83 | - | 85 | 80 | - | O-R | CUNB | SE | 10 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 71 | - | - | - | - | - | - | SE | 2 | 29.79 | - | 84 | 80 | - | O | A-ST | SE | 10 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 70 | - | - | - | - | - | - | SE | 1 | 29.79 | - | 85 | 80 | - | O | A-ST | SE | 10 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 71 | - | - | - | - | - | - | SE | 1 | 29.79 | - | 83 | 78 | - | O | A-ST | SE | 10 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 19 | 70 | - | - | - | - | - | - | E | 1 | 29.82 | - | 82 | 77 | - | BC | H-ST | E | 5 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 70 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 78 | - | BC | A-ST | - | 5 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 66 | - | - | - | - | - | - | - | 0 | 29.85 | - | 82 | 78 | - | BC | A-ST | - | 3 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD 526)- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|---|-------|-------------------------------|------------------|---------------|---------------|------------------|---------------------|--------|-------------|--------|------------|-------------------------|-------------|--|--|--|--|--|--|--|--|
| (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | |
| (Day) | | | | | | | | | | (Date) | | | | | | | | | | (Month) | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> | | | | | | | | | | U. S. Navy, Commanding. | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM | | | | | | | | |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | |
| 1 | 71 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 78 | - | BC | A-ST | - | 4 | 10 | - | - | | | | | | | | |
| 2 | 70 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 75 | - | BC | A-ST | - | 5 | 10 | - | - | | | | | | | | |
| 3 | 69 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 75 | - | BC | A-ST | - | 5 | 15 | - | - | | | | | | | | |
| 4 | 66 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 75 | - | BC | A-ST | - | 5 | 15 | - | - | | | | | | | | |
| 5 | 66 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 77 | - | C | A-ST | - | 5 | 15 | - | - | | | | | | | | |
| 6 | 67 | - | - | - | - | - | - | - | 0 | 29.84 | - | 82 | 76 | - | BC | A-CU | - | 4 | 15 | - | - | | | | | | | | |
| 7 | 67 | - | - | - | - | - | - | - | 0 | 29.86 | - | 82 | 79 | - | BC | A-CU | - | 4 | 20 | - | - | | | | | | | | |
| 8 | 74 | - | - | - | - | - | - | SE | 1 | 29.90 | - | 83 | 79 | - | BC | A-CU | SE | 3 | 20 | - | - | | | | | | | | |
| 9 | 72 | - | - | - | - | - | - | SE | 1 | 29.90 | - | 86 | 81 | - | BC | A-CU | SE | 2 | 20 | - | - | | | | | | | | |
| 10 | 82 | - | - | - | - | - | - | - | 0 | 29.90 | - | 88 | 81 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| 11 | 62 | - | - | - | - | - | - | - | 0 | 29.89 | - | 90 | 81 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| 12 | 83 | - | - | - | - | - | - | - | 0 | 29.86 | - | 93 | 82 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| Noon { Latitude _____ Longitude _____ | | | | | | | | Fuel { Received _____ Expended <u>2273</u> On hand <u>155594</u> | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Water { Distilled <u>11,850</u> Received _____ Expended <u>10,898</u> On hand <u>29,125</u> | | Morning _____ Afternoon _____ | | | | | | | | | | | | | | | | | | | |
| Current { Set _____ Drift _____ | | | | | | | | GYROCOMPASS IN USE | | Division _____ | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | BEFORE LEAVING PORT | | 1 _____ | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | Draft for'd _____ | | 2 _____ | | | | | | | | | | | | | | | | | | | |
| Compass No. _____ | | | | | | | | Draft aft _____ | | 3 _____ | | | | | | | | | | | | | | | | | | | |
| S. H. _____ | | | | | | | | AFTER ENTERING PORT | | 4 _____ | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | Draft for'd _____ | | 5 _____ | | | | | | | | | | | | | | | | | | | |
| Variation _____ | | | | | | | | Draft aft _____ | | 6 _____ | | | | | | | | | | | | | | | | | | | |
| Deviation _____ | | | | | | | | MAGAZINE TEMPERATURES: | | 7 _____ | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Maximum <u>95°</u> | | 8 _____ | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Minimum <u>83°</u> | | 9 _____ | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | CONDITIONS <u>NORMAL</u> | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | |
| 13 | 70 | - | - | - | - | - | - | - | 0 | 29.84 | - | 92 | 82 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| 14 | 70 | - | - | - | - | - | - | NE | 1 | 29.82 | - | 90 | 81 | - | BC | A-CU | - | 2 | 20 | - | - | | | | | | | | |
| 15 | 62 | - | - | - | - | - | - | NE | 1 | 29.82 | - | 90 | 81 | - | BC | A-CU | - | 2 | 20 | - | - | | | | | | | | |
| 16 | 73 | - | - | - | - | - | - | NE | 1 | 29.82 | - | 90 | 80 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| 17 | 69 | - | - | - | - | - | - | - | 0 | 29.84 | - | 90 | 81 | - | BC | A-CU | - | 3 | 20 | - | - | | | | | | | | |
| 18 | 68 | - | - | - | - | - | - | - | 0 | 29.84 | - | 87 | 80 | - | BC | A-CU | - | 3 | 15 | - | - | | | | | | | | |
| 19 | 71 | - | - | - | - | - | - | - | 0 | 29.84 | - | 86 | 80 | - | BC | A-CU | - | 4 | 10 | - | - | | | | | | | | |
| 20 | 74 | - | - | - | - | - | - | - | 0 | 29.84 | - | 86 | 80 | - | BC | A-CU | - | 4 | 10 | - | - | | | | | | | | |
| 21 | 64 | - | - | - | - | - | - | - | 0 | 29.88 | - | 84 | 79 | - | BC | A-CU | - | 4 | 10 | - | - | | | | | | | | |
| 22 | 62 | - | - | - | - | - | - | SE | 1 | 29.90 | - | 84 | 79 | - | BC | A-CU | SE | 4 | 10 | - | - | | | | | | | | |
| 23 | 84 | - | - | - | - | - | - | SE | 1 | 29.88 | - | 83 | 79 | - | BC | A-CU | SE | 5 | 10 | - | - | | | | | | | | |
| 24 | 60 | - | - | - | - | - | - | SE | 1 | 29.86 | - | 83 | 79 | - | BC | A-CU | SE | 4 | 10 | - | - | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R. Hansen Ltjg USN Navigator. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

To be forwarded direct to the Commander in Chief, U. S. Fleet, at the end of each month.

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (Name) <u>DD 526</u> (Identification Number) | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|---|-----------|-----------|------------------|----------------------|---------------|---------------|---------------------|------------------|------|-------------|--------|------------|-----------|
| THURS 15 JUNE, 1944 (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> <u>T.B. HUTCHINS III</u> , <u>COMDR U. S. Navy, Commanding.</u> | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | Gyro | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | | WATER AT SURFACE | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 70 | — | — | — | — | — | — | SE | 1 | 29.86 | — | 82 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 2 | 75 | — | — | — | — | — | — | SE | 1 | 29.86 | — | 82 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 3 | 75 | — | — | — | — | — | — | — | 0 | 29.84 | — | 82 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 4 | 76 | — | — | — | — | — | — | — | 0 | 29.86 | — | 81 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 5 | 73 | — | — | — | — | — | — | — | 0 | 29.86 | — | 81 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 6 | 72 | — | — | — | — | — | — | — | 0 | 29.87 | — | 81 | 79 | — | BC | A-CU | — | 1 | 15 | — | — |
| 7 | 64 | — | — | — | — | — | — | — | 0 | 29.88 | — | 82 | 79 | — | BC | A-CU | — | 2 | 20 | — | — |
| 8 | 80 | — | — | — | — | — | — | — | 0 | 29.92 | — | 85 | 80 | — | BC | A-CU | — | 2 | 20 | — | — |
| 9 | 65 | — | — | — | — | — | — | — | 0 | 29.92 | — | 87 | 81 | — | BC | A-CU | — | 2 | 20 | — | — |
| 10 | 65 | — | — | — | — | — | — | — | 0 | 29.92 | — | 90 | 82 | — | BC | A-CU | — | 2 | 20 | — | — |
| 11 | 70 | — | — | — | — | — | — | E | 1 | 29.92 | — | 92 | 82 | + | BC | A-CU | — | 2 | 20 | — | — |
| 12 | 66 | — | — | — | — | — | — | | | | | | | | | | | | | | |
| | | | | | | | | Fuel { Received — Expend 1679 On hand 153915 | | | | DRILLS AND EXERCISES | | | | | | | | | |
| | | | | | | | | Water { Distilled 11870 Received — Expend 9314 On hand 31681 | | | | Morning Afternoon | | | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | | | | | Division | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | 2 | | | | | | | | | |
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| | | | | | | | | | | | | 8 | | | | | | | | | |
| | | | | | | | | | | | | 9 | | | | | | | | | |
| Current { Set Drift | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | | BEFORE LEAVING PORT | | | | | | | | | | | | | |
| Error | | | | | | | | Draft for'd | | | | | | | | | | | | | |
| | | | | | | | | Draft aft | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | AFTER ENTERING PORT | | | | | | | | | | | | | |
| Compass No. | | | | | | | | Draft for'd | | | | | | | | | | | | | |
| S. H. | | | | | | | | Draft aft | | | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| Variation | | | | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | |
| Deviation | | | | | | | | Maximum 99° | | | | | | | | | | | | | |
| | | | | | | | | Minimum 72° | | | | | | | | | | | | | |
| | | | | | | | | CONDITIONS | | | | | | | | | | | | | |
| | | | | | | | | NORMAL | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 71 | — | — | — | — | — | — | — | 0 | 29.82 | — | 93 | 83 | — | BC | A-CU | — | 2 | 20 | — | — |
| 14 | 65 | — | — | — | — | — | — | W | 1 | 29.82 | — | 94 | 84 | — | BC | A-CU | — | 3 | 20 | — | — |
| 15 | 61 | — | — | — | — | — | — | W | 1 | 29.84 | — | 93 | 83 | — | BC | A-CU | — | 3 | 20 | — | — |
| 16 | 66 | — | — | — | — | — | — | — | 0 | 29.84 | — | 93 | 82 | — | BC | A-CU | — | 3 | 20 | — | — |
| 17 | 74 | — | — | — | — | — | — | S | 1 | 29.84 | — | 96 | 84 | — | BC | A-CU | — | 3 | 20 | — | — |
| 18 | 69 | — | — | — | — | — | — | S | 1 | 29.84 | — | 99 | 86 | — | BC | A-CU | — | 3 | 20 | — | — |
| 19 | 70 | — | — | — | — | — | — | S | 1 | 29.86 | — | 89 | 80 | — | BC | A-CU | — | 3 | 10 | — | — |
| 20 | 59 | — | — | — | — | — | — | S | 1 | 29.88 | — | 86 | 80 | — | BC | A-CU | — | 3 | 10 | — | — |
| 21 | 59 | — | — | — | — | — | — | S | 1 | 29.88 | — | 85 | 79 | — | BC | A-CU | — | 3 | 10 | — | — |
| 22 | 72 | — | — | — | — | — | — | S | 1 | 29.90 | — | 84 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 23 | 64 | — | — | — | — | — | — | SE | 1 | 29.90 | — | 84 | 79 | — | BC | A-CU | — | 1 | 10 | — | — |
| 24 | 77 | — | — | — | — | — | — | SE | 1 | 29.88 | — | 83 | 78 | — | BC | A-CU | — | 1 | 10 | — | — |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| 1 2 3 4 5 | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| R. Hansen Ltjdr U.S.N. Navigator. | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD52C) | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|-----------|-------|------------------|------------------|---------------|---------------|------------------|--------------------|--------|-------------|--------|------------|-----------|-------------|
| (Name) | | | | | | | | | | | | | | | | | | | | | |
| FRI 16 JUNE, 1944 (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> <u>T.B. HUTCHINS III</u> , <u>Comdr</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 68 | | | | | | SE | 1 | 29.87 | | 83 | 78 | | B | | | | 10 | | | |
| 2 | 67 | | | | | | SE | 1 | 29.87 | | 83 | 78 | | BC | A-CU | SE | 1 | 10 | | | |
| 3 | 70 | | | | | | SE | 1 | 29.87 | | 83 | 78 | | BC | A-CU | SE | 1 | 10 | | | |
| 4 | 71 | | | | | | SE | 1 | 29.84 | | 82 | 78 | | BC | A-CU | SE | 1 | 10 | | | |
| 5 | 70 | | | | | | | 0 | 29.84 | | 82 | 78 | | BC | A-CU | SE | 1 | 10 | | | |
| 6 | 70 | | | | | | SE | 1 | 29.87 | | 87 | 79 | | BC | A-CU | SE | 2 | 10 | | | |
| 7 | 72 | | | | | | SE | 1 | 29.87 | | 87 | 79 | | BC | A-CU | SE | 4 | 15 | | | |
| 8 | 71 | | | | | | NW | 1 | 29.89 | | 85 | 80 | | BC | A-CU | SW | 4 | 15 | | | |
| 9 | 70 | | | | | | NW | 1 | 29.89 | | 84 | 81 | | BC | A-CU | SW | 4 | 15 | | | |
| 10 | 75 | | | | | | NW | 1 | 29.88 | | 84 | 82 | | BC | A-CU | NW | 8 | 15 | | | |
| 11 | 87 | | | | | | NW | 1 | 29.82 | | 83 | 82 | | BC | A-CU | NW | 8 | 15 | | | |
| 12 | 72 | | | | | | NW | 1 | 29.82 | | 81 | 83 | | BC | A-CU | NW | 8 | 15 | | | |
| DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | |
| Fuel { Received _____ Expend 1686 On hand 152229 | | | | | | | | | | | | | | | | | | | | | |
| Water { Distilled 5600 Received _____ Expend 10195 On hand 26366 | | | | | | | | | | | | | | | | | | | | | |
| Division Morning Afternoon | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | | | | | | | | | | | | | | |
| Compass No. _____ | | | | | | | | | | | | | | | | | | | | | |
| S. H. _____ | | | | | | | | | | | | | | | | | | | | | |
| Error _____ | | | | | | | | | | | | | | | | | | | | | |
| Variation _____ | | | | | | | | | | | | | | | | | | | | | |
| Deviation _____ | | | | | | | | | | | | | | | | | | | | | |
| BEFORE LEAVING PORT | | | | | | | | | | | | | | | | | | | | | |
| Draft for'd _____ | | | | | | | | | | | | | | | | | | | | | |
| Draft aft _____ | | | | | | | | | | | | | | | | | | | | | |
| AFTER ENTERING PORT | | | | | | | | | | | | | | | | | | | | | |
| Draft for'd _____ | | | | | | | | | | | | | | | | | | | | | |
| Draft aft _____ | | | | | | | | | | | | | | | | | | | | | |
| MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | | | | |
| Maximum 99 | | | | | | | | | | | | | | | | | | | | | |
| Minimum 72 | | | | | | | | | | | | | | | | | | | | | |
| CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | | | | |
| TESTED SPRINKLERS | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 72 | | | | | | | NW | 1 | 29.82 | | 92 | 83 | | BC | A-CU | NW | 8 | 15 | | |
| 14 | 66 | | | | | | | SE | 1 | 29.82 | | 93 | 83 | | BC | A-CU | SE | 7 | 20 | | |
| 15 | 71 | | | | | | | SE | 1 | 29.80 | | 93 | 82 | | BC | A-CU | SE | 6 | 20 | | |
| 16 | 63 | | | | | | | SE | 1 | 29.78 | | 92 | 82 | | BC | A-CU | SE | 4 | 20 | | |
| 17 | 72 | | | | | | | SE | 1 | 29.79 | | 92 | 83 | | C | A-CU | SE | 6 | 20 | | |
| 18 | 71 | | | | | | | SE | 1 | 29.79 | | 87 | 80 | | C | A-CU | SE | 7 | 20 | | |
| 19 | 71 | | | | | | | SE | 1 | 29.80 | | 83 | 80 | | C | A-CU | SE | 7 | 10 | | |
| 20 | 71 | | | | | | | SE | 1 | 29.82 | | 84 | 79 | | BC | A-CU | SE | 3 | 10 | | |
| 21 | 67 | | | | | | | SE | 1 | 29.82 | | 84 | 79 | | BC | A-CU | SE | 2 | 10 | | |
| 22 | 71 | | | | | | | SE | 1 | 29.82 | | 83 | 79 | | BC | A-CU | SE | 1 | 10 | | |
| 23 | 69 | | | | | | | SE | 1 | 29.82 | | 83 | 79 | | BC | A-CU | SE | 1 | 10 | | |
| 24 | 66 | | | | | | | SE | 1 | 29.82 | | 83 | 79 | | BC | A-CU | SE | 1 | 10 | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| P. Hansen Ltjg USN Navigator. | | | | | | | | | | | | | | | | | | | | | |

PART I

COLUMNS

CONFIDENTIAL

LOG OF THE UNITED STATES SHIP *ABNER READ*

< DD526 >

(Name)

(Identification Number)

SAT 17 JUNE 1944

(Day)

(Date)

(Month)

1944

Zone description *T-10**T. B. HUTCHINS III*

COMDR U. S. Navy, Commanding.

| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHIP" AVERAGE REVOLU- TIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | VISIBILITY | SEA | |
|-------|--|--|-------------------|--------|-------------------|--------|-------------------|---|-----------|-----------|---------------------|---------------------|------------------|------------------|------------------------|---------------------|------|-----------------|------------|--------|-----------|
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | Gyro ____ Mag. ____ (Indicate which) | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | | WATER AT SURFACE | FORM | MOVING FROM— | | AMOUNT | CONDITION |
| | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 74 | — | — | — | — | — | — | SSE | 1 | 29.80 | — | 82 | 79 | — | BC | A-CU | SSE | 2 | 8 | — | — |
| 2 | 74 | — | — | — | — | — | — | E | 1 | 29.80 | — | 82 | 79 | — | BC | A-CU | SE | 2 | 8 | — | — |
| 3 | 74 | — | — | — | — | — | — | SE | 2 | 29.81 | — | 82 | 79 | — | BC | A-CU | SE | 1 | 7 | — | — |
| 4 | 74 | — | — | — | — | — | — | SSE | 1 | 29.81 | — | 82 | 79 | — | BC | A-CU | SE | 2 | 6 | — | — |
| 5 | 74 | — | — | — | — | — | — | SSE | 1 | 29.80 | — | 82 | 79 | — | BC | A-CU | SSE | 4 | 5 | — | — |
| 6 | 85 | — | — | — | — | — | — | E | 1 | 29.80 | — | 82 | 78 | — | BC | A-CU | SE | 5 | 10 | — | — |
| 7 | 68 | — | — | — | — | — | — | SE | 1 | 29.82 | — | 83 | 74 | — | BC | A-CU | SE | 6 | 10 | — | — |
| 8 | 68 | — | — | — | — | — | — | SE | 2 | 29.84 | — | 87 | 80 | — | BC | A-CU | SE | 6 | 15 | — | — |
| 9 | 65 | — | — | — | — | — | — | E | 2 | 29.84 | — | 87 | 80 | — | BC | A-CU | E | 6 | 15 | — | — |
| 10 | 71 | — | — | — | — | — | — | SE | 2 | 29.84 | — | 88 | 80 | — | BC | A-CU | SE | 7 | 20 | — | — |
| 11 | 66 | — | — | — | — | — | — | SE | 2 | 29.82 | — | 90 | 82 | — | BC | A-CU | SE | 7 | 20 | — | — |
| 12 | 68 | — | — | — | — | — | — | SE | 2 | 29.80 | — | 90 | 82 | — | C | A-CU | SE | 7 | 20 | — | — |

| | | | | | | | | | |
|------------------------------|--|--|--|--|--|---------|--|-----------|--|
| Noon { Latitude Longitude | | Fuel { Received Expended <i>1681</i> On hand <i>150548</i> | | Division | | Morning | | Afternoon | |
| | | Water { Distilled <i>11550</i> Received Expended <i>7929</i> On hand <i>24987</i> | | | | | | | |
| Current { Set Drift | | GYROCOMPASS IN USE | | BEFORE LEAVING PORT | | | | | |
| | | Error | | Draft for'd <i>13' 6"</i> Draft aft <i>14' 3"</i> | | | | | |
| | | STANDARD MAG. COMPASS | | AFTER ENTERING PORT | | | | | |
| | | Compass No. | | Draft for'd | | | | | |
| | | S. H. | | Draft aft | | | | | |
| | | Error | | MAGAZINE TEMPERATURES: | | | | | |
| | | Variation | | Maximum <i>99°</i> | | | | | |
| | | Deviation | | Minimum <i>84°</i> | | | | | |
| | | | | CONDITIONS NORMAL | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|-------|-----|-------|----|---|----|---|-----|-----|---|-------|----|----|----|----|-----|------|----|----|----|----|----|
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 72 | — | — | — | — | — | — | NE | 2 | 29.78 | — | 88 | 80 | — | C | A-CU | SE | 7 | 20 | — | — |
| 14 | 84 | — | — | — | — | — | — | NE | 2 | 29.76 | — | 86 | 81 | — | C | CUMB | NE | 7 | 15 | — | — |
| 15 | 149 | — | — | — | — | — | — | NE | 1 | 29.74 | — | 87 | 86 | — | C-D | CUMB | NE | 9 | 15 | — | — |
| 16 | 74 | — | — | — | — | — | — | NE | 1 | 29.73 | — | 88 | 88 | — | C | CICU | NE | 8 | 15 | — | — |
| 17 | 81 | — | — | — | — | — | — | NE | 2 | 29.73 | — | 85 | 80 | — | BC | A-CU | NE | 4 | 15 | — | — |
| 18 | 246 | — | — | — | — | — | — | ESE | 2 | 29.75 | — | 84 | 79 | — | BC | A-CU | — | 2 | 15 | — | — |
| 19 | 528 | 70.7 | 7 | 1 | — | — | 330 | ESE | 2 | 29.75 | — | 84 | 79 | 86 | BC | A-CU | — | 2 | 10 | — | — |
| 20 | 707 | 165.5 | 16 | 8 | — | — | 280 | ESE | 2 | 29.75 | — | 84 | 79 | 86 | BC | A-CU | — | 2 | 10 | 2 | NW |
| 21 | 649 | 168.5 | 17 | 0 | 17 | 3 | 280 | NW | 2 | 29.80 | — | 83 | 79 | 86 | BC | A-CU | — | 2 | 10 | 2 | NW |
| 22 | 723 | 168.0 | 17 | 0 | 16 | 0 | 265 | NW | 2 | 29.81 | — | 83 | 79 | 86 | BC | A-CU | — | 2 | 10 | 2 | NW |
| 23 | 579 | 168.0 | 17 | 0 | 17 | 0 | 265 | NW | 2 | 29.81 | — | 83 | 79 | 86 | BC | A-CU | — | 2 | 10 | 1 | NW |
| 24 | 570 | 168.0 | 17 | 0 | 17 | 0 | 265 | NW | 2 | 29.80 | — | 83 | 78 | 86 | BC | A-CU | — | 2 | 10 | 1 | NW |

SUBMERGED RUN DATA—SUBMARINES

| | 1 | 2 | 3 | 4 | 5 |
|------------------|---|---|---|---|---|
| Run No. (Serial) | | | | | |
| Time to submerge | | | | | |
| Greatest depth | | | | | |

R. Hansen (Signature) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, at the end of each month.

CONFIDENTIAL

COLUMNS

LOG OF THE UNITED STATES SHIP

ABNER READ

(DD526)

(Name)

(Identification Number)

SUN 18

(Date)

(Month)

1944

Zone description

-10

T. B. HUTCHINS III

Comdr.

U. S. Navy, Commanding.

| Hour | Fuel Expended by Meter for Each Hour | "All Shaft" Average Revolu- tions | By Revs. | | By Log | | Course (P. C.) | Wind | | Barometer | | Temperature | | | | Weather, by Symbols | Clouds | | | Sea | |
|-------|--|---|-------------------|--------|-------------------|--------|-------------------|-----------|-------|---------------------|---------------------|------------------|------------------|---------------------|------|------------------------|----------------|--------|------------|-----------|----------------|
| | | | Nautical Miles | Tenths | Nautical Miles | Tenths | | Direction | Force | Height in Inches | Reading at Ther. | Air, Dry Bulb | Air, Wet Bulb | Water at Surface | Form | | Moving From | Amount | Visibility | Condition | Swells From |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 568 | 168.0 | 17 | 0 | 17 | 0 | 265 | NW | 2 | 29.78 | - | 83 | 79 | 86 | BC | A-CU | - | 2 | 10 | 1 | NW |
| 2 | 569 | 168.0 | 17 | 0 | 17 | 0 | 265 | NW | 2 | 29.77 | - | 83 | 79 | 86 | BC | A-CU | - | 2 | 10 | 1 | NW |
| 3 | 550 | 168.0 | 17 | 0 | 16 | 9 | 265 | NW | 2 | 29.76 | - | 83 | 77 | 86 | BC | A-CU | SW | 3 | 10 | 1 | NW |
| 4 | 561 | 168.3 | 17 | 0 | 16 | 6 | 245 | NW | 2 | 29.74 | - | 83 | 79 | 86 | BC | A-CU | NW | 4 | 10 | 1 | NW |
| 5 | 662 | 168.0 | 17 | 0 | 16 | 8 | 245 | NW | 2 | 29.74 | - | 83 | 79 | 86 | C | CU NB | NW | 7 | 10 | 1 | NW |
| 6 | 663 | 168.0 | 17 | 0 | 17 | 0 | 245 | SE | 2 | 29.75 | - | 83 | 79 | 86 | C | A-CU | SE | 7 | 15 | 1 | S |
| 7 | 595 | 168.0 | 17 | 0 | 17 | 1 | 245 | SE | 2 | 29.72 | - | 83 | 79 | 86 | BC | A-CU | SE | 4 | 20 | 1 | S |
| 8 | 528 | 156.7 | 15 | 9 | 15 | 8 | 245 | NE | 1 | 29.80 | - | 86 | 81 | 86 | BC | A-CU | NE | 7 | 20 | 1 | S |
| 9 | 504 | 148.0 | 15 | 0 | 15 | 0 | 245 | NE | 1 | 29.81 | - | 87 | 81 | 86 | C | A-CU | NE | 6 | 30 | 1 | S |
| 10 | 491 | 148.0 | 15 | 0 | 15 | 1 | 245 | NE | 1 | 29.81 | - | 90 | 83 | 86 | C | A-CU | NE | 6 | 30 | 1 | S |
| 11 | 513 | 148.0 | 15 | 0 | 15 | 2 | 245 | NE | 1 | 29.81 | - | 90 | 82 | 86 | C | A-CU | NE | 8 | 30 | 1 | S |
| 12 | 486 | 148.1 | 15 | 0 | 15 | 0 | 245 | NE | 2 | 29.80 | - | 92 | 83 | 86 | C | A-CU | NE | 6 | 30 | 1 | S |

| | | | | | | | | | | | | | | | | | | | |
|------------------------------|--|---|--|---|--|---|--|--|--|----------|--|-----------|--|--|--|--|--|--|--|
| Noon { Latitude Longitude | | Fuel { Received Expended 5208 On hand 145340 | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | |
| | | Water { Distilled 8300 Received Expended 15480 On hand 22807 | | Morning | | | | | | | | Afternoon | | | | | | | |
| Current { Set Drift | | GYROCOMPASS IN USE Error | | BEFORE LEAVING PORT Draft for'd Draft aft | | AFTER ENTERING PORT Draft for'd 13' 4" Draft aft 14' 2" | | MAGAZINE TEMPERATURES: Maximum 98 Minimum 85 CONDITIONS NORMAL | | Division | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | 2 | | | | | | | | | |
| | | | | | | | | | | 3 | | | | | | | | | |
| | | | | | | | | | | 4 | | | | | | | | | |
| | | | | | | | | | | 5 | | | | | | | | | |
| | | | | | | | | | | 6 | | | | | | | | | |
| | | | | | | | | | | 7 | | | | | | | | | |
| | | | | | | | | | | 8 | | | | | | | | | |
| | | | | | | | | | | 9 | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|-------|-----|-------|----|---|----|---|-----|----|---|-------|----|----|----|----|----|-------|----|----|----|----|----|
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 521 | 156.5 | 15 | 8 | 15 | 7 | 245 | NE | 2 | 29.78 | - | 92 | 84 | 86 | BC | A-CU | NE | 4 | 30 | 1 | S |
| 14 | 541 | 158.0 | 16 | 0 | 15 | 9 | 180 | NE | 2 | 29.78 | - | 92 | 84 | 86 | BC | A-CU | NE | 4 | 30 | 1 | S |
| 15 | 226 | - | - | - | - | - | - | SE | 1 | 29.76 | - | 92 | 82 | - | C | A-CU | SE | 7 | 30 | - | - |
| 16 | 26 | - | - | - | - | - | - | SE | 2 | 29.76 | - | 91 | 83 | - | C | A-CU | SE | 8 | 30 | - | - |
| 17 | 367 | - | - | - | - | - | - | SE | 3 | 29.76 | - | 90 | 82 | - | C | CI ST | SE | 7 | 20 | - | - |
| 18 | 595 | 132.6 | 13 | 5 | 4 | 6 | 055 | SE | 3 | 29.76 | - | 86 | 80 | 86 | C | CI ST | SE | 8 | 20 | 1 | S |
| 19 | 614 | 152.0 | 15 | 9 | 16 | 3 | 055 | SE | 2 | 29.76 | - | 85 | 79 | 86 | C | A-CU | SE | 7 | 10 | 1 | S |
| 20 | 766 | 166.5 | 16 | 9 | 16 | 1 | 150 | SE | 2 | 29.76 | - | 83 | 79 | 86 | BC | A-CU | SE | 5 | 10 | 1 | S |
| 21 | 544 | 138.5 | 14 | 1 | 14 | 5 | 150 | SE | 2 | 29.76 | - | 82 | 79 | 86 | BC | A-CU | SE | 4 | 10 | 1 | S |
| 22 | 744 | 168.5 | 17 | 1 | 17 | 0 | 070 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | CU NB | NE | 6 | 10 | 1 | S |
| 23 | 757 | 157.0 | 15 | 9 | 16 | 0 | 050 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | CU NB | NE | 7 | 10 | 1 | S |
| 24 | 673 | 174.0 | 17 | 6 | 17 | 0 | 118 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | CU NB | NE | 6 | 10 | 1 | S |

SUBMERGED RUN DATA—SUBMARINES

| | 1 | 2 | 3 | 4 | 5 |
|------------------|---|---|---|---|---|
| Run No. (Serial) | | | | | |
| Time to submerge | | | | | |
| Greatest depth | | | | | |

R. Hansen Ltjg USN
Navigator.

CONFIDENTIAL

PART I COLUMNS

LOG OF THE UNITED STATES SHIP

ABNER READ

DD 526

(Name)

(Identification Number)

MON 19 JUNE 1944

(Day)

(Date)

(Month)

Zone description

-10

T.B. HUTCHINS III

COMDR U. S. Navy, Commanding.

| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAP" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | VISIBILITY | SEA | |
|-------|--------------------------------------|--------------------------------|----------------|--------|----------------|--------|----------------|------|-------|-----------|-------|------------------|------------------|---------------|---------------------|---------------|------------------|------|------------|-------------|--------|
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | Gyro | Magn. | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DEW BULB | | AIR, WET BULB | WATER AT SURFACE | FORM | | MOVING FROM | AMOUNT |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 857 | 170.3 | 17 | 4 | 17 | 9 | 046 | NE | 2 | 29.82 | - | 83 | 79 | 86 | C | CUNB | NE | 6 | 10 | 1 | S |
| 2 | 1382 | 246.3 | 23 | 9 | 23 | 6 | 165 | NE | 2 | 29.79 | - | 82 | 78 | 86 | C | CUNB | NE | 7 | 10 | 1 | S |
| 3 | 400 | 108.9 | 10 | 9 | 10 | 8 | 300 | NE | 2 | 29.77 | - | 79 | 76 | 86 | C | CUNB | NE | 8 | 10 | 1 | S |
| 4 | 1919 | 236.6 | 23 | 3 | 21 | 0 | 130 | NE | 2 | 29.77 | - | 79 | 76 | 86 | C | CUNB | NE | 7 | 10 | 1 | S |
| 5 | 299 | 192.1 | 19 | 3 | 22 | 4 | 285 | NE | 2 | 29.77 | - | 80 | 77 | 86 | C | CUNB | NE | 7 | 10 | 1 | S |
| 6 | 1426 | 226.2 | 22 | 4 | 18 | 9 | 000 | NE | 2 | 29.78 | - | 80 | 78 | 86 | C | CUNB | NE | 7 | 10 | 1 | S |
| 7 | 527 | 148.0 | 15 | 0 | 15 | 3 | 025 | N | 1 | 29.80 | - | 78 | 76 | 86 | C | CUNB | NE | 9 | 15 | 1 | S |
| 8 | 535 | 148.6 | 15 | 1 | 10 | 4 | 010 | SW | 1 | 29.81 | - | 80 | 77 | 86 | C | CUNB | SW | 9 | 20 | 1 | S |
| 9 | 531 | 148.9 | 15 | 1 | 15 | 1 | 090 | SW | 1 | 29.83 | - | 83 | 80 | 86 | C | CUNB | SW | 6 | 30 | 1 | S |
| 10 | 486 | 148.0 | 15 | 0 | 15 | 0 | 090 | SW | 1 | 29.83 | - | 83 | 78 | 86 | C | ACU | SW | 7 | 30 | 1 | S |
| 11 | 512 | 148.0 | 15 | 6 | 15 | 0 | 090 | SE | 1 | 29.82 | - | 83 | 79 | 86 | C | ACU | SE | 7 | 30 | 1 | SE |
| 12 | 462 | 148.0 | 15 | 0 | 15 | 0 | 085 | SE | 1 | 29.82 | - | 83 | 79 | 86 | C | ACU | SE | 7 | 30 | 1 | SE |

Latitude

Longitude

Set

Drift

GYROCOMPASS IN USE

Error

STANDARD MAG. COMPASS

Compass No.

S. H.

Error

Variation

Deviation

Fuel

Water

BEFORE LEAVING PORT

Draft for'd

Draft aft

AFTER ENTERING PORT

Draft for'd

Draft aft

MAGAZINE TEMPERATURES:

Maximum

Minimum

CONDITIONS

NORMAL

DRILLS AND EXERCISES

Morning

Afternoon

Division

1

2

3

4

5

6

7

8

9

| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------|-----|-------|----|---|----|---|-----|----|---|-------|----|----|----|----|----|------|----|----|----|----|----|
| 13 | 502 | 148.0 | 15 | 0 | 15 | 0 | 090 | SE | 1 | 29.78 | - | 83 | 79 | 86 | BC | A-CU | SE | 5 | 30 | 1 | SE |
| 14 | 483 | 137.5 | 14 | 0 | 14 | 0 | 105 | SE | 1 | 29.76 | - | 86 | 79 | 86 | BC | A-CU | SE | 4 | 30 | 1 | SE |
| 15 | 624 | 153.9 | 15 | 5 | 15 | 1 | 270 | SE | 1 | 29.76 | - | 88 | 81 | 86 | BC | A-CU | SE | 4 | 30 | 1 | SE |
| 16 | 608 | 110.5 | 11 | 2 | 16 | 6 | 225 | SE | 1 | 29.74 | - | 86 | 80 | 86 | C | A-CU | SE | 8 | 20 | 1 | SE |
| 17 | 840 | 182.6 | 18 | 3 | 18 | 4 | 246 | SE | 1 | 29.75 | - | 85 | 79 | 86 | C | A-ST | SE | 8 | 20 | 1 | SE |
| 18 | 874 | 157.1 | 15 | 9 | 15 | 4 | 210 | SE | 1 | 29.75 | - | 86 | 80 | 86 | C | A-ST | SE | 8 | 20 | 1 | SE |
| 19 | 762 | 178.9 | 18 | 2 | 18 | 1 | 246 | SE | 1 | 29.76 | - | 83 | 79 | 86 | C | A-ST | SE | 7 | 10 | 1 | SE |
| 20 | 545 | 150.3 | 15 | 2 | 15 | 2 | 246 | SE | 1 | 29.76 | - | 83 | 79 | | | | | | | | |

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP <u>HIBNER READ</u> (DD526) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|-----------|----------------|----------|----------------|-----------|-------|------------------|------------------|--------------------|---------------|--|---------------------|-----------------------|--------------|-------------|------------|---------------------|--------------|-------------|--|-----------|--|-----------|--|------------------------|--|---------|--|---------|--|------------|--|----|--|----|--|----|--|----|--|
| (Name) | | | | | | | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>TUES 20 JUNE</u> , 19 <u>44</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | | | | | <u>T.B. HUTCHINS III</u> , <u>Comdr.</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM— | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM— | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1213 | 233.3 | 22 | 9 | 22 | 7 | 250 | NW | 3 | 29.83 | — | 83 | 78 | 86 | C | A-CU | NW | 6 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 910 | 169.6 | 17 | 2 | 16 | 8 | 170 | NW | 3 | 29.83 | — | 83 | 78 | 86 | C | A-CU | NW | 6 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 635 | 153.1 | 15 | 5 | 16 | 0 | 020 | NW | 3 | 29.83 | — | 83 | 78 | 86 | C | A-CU | NW | 6 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 675 | 133.3 | 13 | 5 | 12 | 7 | 063 | NW | 3 | 29.76 | — | 83 | 78 | 86 | C | A-CU | NW | 7 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 911 | 200.0 | 20 | 0 | 19 | 6 | 063 | NW | 2 | 29.75 | — | 79 | 78 | 86 | C | CU-NB | NW | 8 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 937 | 202.0 | 20 | 2 | 20 | 0 | 063 | NW | 2 | 29.78 | — | 80 | 78 | 86 | C | CU-NB | NW | 6 | 10 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 992 | 211.0 | 21 | 0 | 21 | 0 | 078 | NW | 2 | 29.78 | — | 80 | 78 | 86 | C | A-CU | NW | 7 | 15 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 982 | 211.0 | 21 | 0 | 20 | 2 | 063 | NW | 2 | 29.82 | — | 81 | 78 | 86 | C | CU-NB | NW | 8 | 20 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 928 | 211.0 | 21 | 0 | 21 | 0 | 063 | NW | 2 | 29.83 | — | 85 | 80 | 86 | C | CU-NB | NW | 9 | 20 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 1037 | 211.0 | 21 | 0 | 21 | 0 | 063 | NW | 2 | 29.83 | — | 83 | 78 | 86 | O | CU-NB | NW | 10 | 20 | 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 940 | 211.0 | 21 | 0 | 20 | 3 | 063 | NW | 2 | 29.83 | — | 84 | 79 | 86 | C | A-CU | NW | 9 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 1073 | 211.0 | 21 | 0 | 20 | 6 | 063 | NW | 2 | 29.80 | — | 84 | 78 | 86 | C | A-CU | NW | 9 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| Noon | | Latitude | | Longitude | | Current | | Set | | Drift | | GYROCOMPASS IN USE | | Error | | STANDARD MAG. COMPASS | | Compass No. | | S. H. | | Error | | Variation | | Deviation | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | | | | | | | | |
| Fuel | | Received | | — | | Expended | | 19126 | | On hand | | 113169 | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | 12' 8" | | Draft aft | | 14' 0" | | 96° | | 79° | | NORMAL | | | | | | | | | |
| Water | | Distilled | | 11750 | | Received | | — | | Expended | | 11806 | | On hand | | 23433 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | | 0 | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | | 19 | | 20 | |
| 13 | 883 | 211.0 | 21 | 0 | 21 | 0 | 063 | NW | 2 | 29.79 | — | 85 | 78 | 86 | BC | A-CU | NW | 4 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 1336 | 237.4 | 23 | 3 | 22 | 9 | 105 | NW | 2 | 29.79 | — | 85 | 79 | 86 | C | A-CU | NW | 8 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 1585 | 259.0 | 25 | 1 | 24 | 7 | 110 | NW | 2 | 29.74 | — | 85 | 79 | 86 | C | A-CU | NW | 7 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 1214 | 209.4 | 20 | 8 | 19 | 5 | 060 | NW | 2 | 29.74 | — | 84 | 79 | 86 | C | CU-NB | NW | 8 | 20 | 1 NE | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 371 | 42.1 | 4 | 2 | — | — | — | — | 0 | 29.76 | — | 81 | 77 | 86 | C | CU-NB | — | 8 | 20 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 278 | — | — | — | — | — | — | — | 0 | 29.76 | — | 81 | 77 | 86 | C | CU-NB | — | 7 | 15 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 380 | 69.0 | 6 | 9 | — | — | — | SW | 1 | 29.79 | — | 80 | 77 | 86 | C | CU-NB | SW | 7 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 110 | — | — | — | — | — | — | SW | 1 | 29.80 | — | 79 | 76 | — | C | CU-NB | SW | 7 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 45 | — | — | — | — | — | — | SW | 1 | 29.78 | — | 78 | 76 | — | C | CU-NB | SW | 8 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 65 | — | — | — | — | — | — | SW | 1 | 29.82 | — | 78 | 76 | — | C | CU-NB | SW | 8 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 70 | — | — | — | — | — | — | SE | 1 | 29.82 | — | 79 | 77 | — | D | CU-NB | SE | 16 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 87 | — | — | — | — | — | — | SE | 1 | 29.82 | — | 79 | 77 | — | D | CU-NB | SE | 10 | 10 | — | | | | | | | | | | | | | | | | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD 526) | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|--|-------|--|------------------|---------------|---------------|------------------|---------------------|--------|-------------|--------|------------|-----------|-------------|
| (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | |
| WED 21 JUNE, 1944 | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> , COMDR U. S. Navy, Commanding. | | | | | | | | | | | |
| Hour | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THEE. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 64 | - | - | - | - | - | - | W | 1 | 29.80 | - | 79 | 77 | - | O | CUNB | W | 10 | 10 | - | - |
| 2 | 74 | - | - | - | - | - | - | W | 1 | 29.80 | - | 79 | 77 | - | O | CUNB | W | 10 | 10 | - | - |
| 3 | 76 | - | - | - | - | - | - | SW | 1 | 29.78 | - | 79 | 77 | - | O | CUNB | SW | 10 | 10 | - | - |
| 4 | 87 | - | - | - | - | - | - | SW | 1 | 29.77 | - | 79 | 77 | - | O | CUNB | SW | 10 | 10 | - | - |
| 5 | 65 | - | - | - | - | - | - | NW | 1 | 29.77 | - | 79 | 77 | - | O | CUNB | NW | 10 | 10 | - | - |
| 6 | 83 | - | - | - | - | - | - | NW | 1 | 29.78 | - | 79 | 77 | - | O | CUNB | - | 10 | 15 | - | - |
| 7 | 78 | - | - | - | - | - | - | NW | 1 | 29.80 | - | 79 | 77 | - | O | CUNB | - | 10 | 20 | - | - |
| 8 | 80 | - | - | - | - | - | - | NW | 1 | 29.82 | - | 77 | 76 | - | O-R | CUNB | - | 10 | 0 | - | - |
| 9 | 67 | - | - | - | - | - | - | NW | 1 | 29.82 | - | 78 | 76 | - | O-R | CUNB | - | 10 | 5 | - | - |
| 10 | 110 | - | - | - | - | - | - | NW | 1 | 29.82 | - | 78 | 76 | - | O-R | CUNB | - | 10 | 7 | - | - |
| 11 | 126 | - | - | - | - | - | - | SW | 1 | 29.80 | - | 78 | 76 | - | O-D | CUNB | - | 10 | 7 | - | - |
| 12 | 94 | - | - | - | - | - | - | SW | 1 | 29.79 | - | 80 | 78 | - | O-D | CUNB | - | 10 | 10 | - | - |
| Noon { Latitude _____ Longitude _____ | | | | | | | | Fuel { Received 60 247 Expended 17 661 On hand 155 755 | | DRILLS AND EXERCISES | | | | | | | | | | | |
| | | | | | | | | Water { Distilled 11 420 Received 12 475 Expended 22 378 On hand _____ | | Morning Afternoon | | | | | | | | | | | |
| Current { Set _____ Drift _____ | | | | | | | | GYROCOMPASS IN USE | | Division | | | | | | | | | | | |
| Error _____ | | | | | | | | BEFORE LEAVING PORT | | 1 _____ | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | | Draft for'd _____ | | 2 _____ | | | | | | | | | | | |
| Compass No. _____ | | | | | | | | Draft aft _____ | | 3 _____ | | | | | | | | | | | |
| S. H. _____ | | | | | | | | AFTER ENTERING PORT | | 4 _____ | | | | | | | | | | | |
| Error _____ | | | | | | | | Draft for'd _____ | | 5 _____ | | | | | | | | | | | |
| Variation _____ | | | | | | | | Draft aft _____ | | 6 _____ | | | | | | | | | | | |
| Deviation _____ | | | | | | | | MAGAZINE TEMPERATURES: | | 7 _____ | | | | | | | | | | | |
| | | | | | | | | Maximum 93° | | 8 _____ | | | | | | | | | | | |
| | | | | | | | | Minimum 83° | | 9 _____ | | | | | | | | | | | |
| | | | | | | | | CONDITIONS NORMAL | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 116 | - | - | - | - | - | - | SW | 1 | 29.77 | - | 85 | 80 | - | O | CUNB | - | 10 | 15 | - | - |
| 14 | 102 | - | - | - | - | - | - | SW | 1 | 29.75 | - | 90 | 82 | - | O | CUNB | - | 10 | 15 | - | - |
| 15 | 61 | - | - | - | - | - | - | SW | 1 | 29.76 | - | 89 | 81 | - | O | CUNB | - | 10 | 15 | - | - |
| 16 | 72 | - | - | - | - | - | - | NE | 2 | 29.75 | - | 87 | 82 | - | O | CUNB | - | 10 | 15 | - | - |
| 17 | 74 | - | - | - | - | - | - | NE | 2 | 29.75 | - | 84 | 79 | - | C | CUNB | - | 10 | 15 | - | - |
| 18 | 73 | - | - | - | - | - | - | NW | 1 | 29.75 | - | 84 | 78 | - | C | CUNB | - | 10 | 15 | - | - |
| 19 | 72 | - | - | - | - | - | - | NE | 2 | 29.75 | - | 84 | 79 | - | C | CUNB | - | 10 | 15 | - | - |
| 20 | 73 | - | - | - | - | - | - | NE | 2 | 29.78 | - | 80 | 76 | - | C | CUNB | - | 10 | 10 | - | - |
| 21 | 68 | - | - | - | - | - | - | NE | 1 | 29.82 | - | 81 | 77 | - | C | CUNB | - | 10 | 10 | - | - |
| 22 | 70 | - | - | - | - | - | - | NE | 2 | 29.80 | - | 80 | 78 | - | C | CUNB | - | 10 | 10 | - | - |
| 23 | 63 | - | - | - | - | - | - | NE | 1 | 29.80 | - | 79 | 77 | - | C | CUNB | - | 10 | 10 | - | - |
| 24 | 81 | - | - | - | - | - | - | NE | 1 | 29.78 | - | 79 | 77 | - | C | CUNB | - | 10 | 10 | - | - |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| To be forwarded direct to the Commander in Chief, U. S. Fleet, at the end of each month. | | | | | | | | | | | | | | | | | | | | | |

W. Hansen (Signature)
Navigator.

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP <u>FRANKLIN D. ROOSEVELT</u> (DD526) | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|--|-----------|-------|---|------------------|---------------|---------------|----------------------|--------------------|--------|-------------|--------|------------|-----------|-------------|
| | | | | | | | | | | (Name) | | | | | | | | | | | |
| | | | | | | | | | | (Date) | | | | | | | | | | | |
| | | | | | | | | | | (Month) | | | | | | | | | | | |
| | | | | | | | | | | , 19 <u>44</u> | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS</u> <u>COMDR</u> U. S. Navy, Commanding. | | | | | | | | | | | |
| Hour | Fuel expended by meter for each hour | "All shaft" average revolutions | By Revs. | | By Log | | Course (P. C.) | Wind | | Barometer | | Temperature | | | Weather by symbols | Clouds | | | Sea | | |
| | | | Nautical miles | Tenths | Nautical miles | Tenths | | Direction | Force | Height in inches | Reading at ther. | Air, dry bulb | Air, wet bulb | Water at surface | | Form | Moving from | Amount | Visibility | Condition | Swells from |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 58 | — | — | — | — | — | NE | 1 | 29.74 | — | 78 | 76 | — | C | CUNB | — | 10 | 10 | — | — | |
| 2 | 71 | — | — | — | — | — | NE | 1 | 29.75 | — | 78 | 76 | — | O | CUNB | — | 10 | 10 | — | — | |
| 3 | 111 | — | — | — | — | — | NE | 1 | 29.70 | — | 79 | 77 | — | O | CUNB | — | 10 | 10 | — | — | |
| 4 | 86 | — | — | — | — | — | NE | 1 | 29.70 | — | 80 | 77 | — | O | CUNB | — | 10 | 10 | — | — | |
| 5 | 88 | — | — | — | — | — | NE | 1 | 29.70 | — | 80 | 77 | — | C | CUNB | — | 10 | 10 | — | — | |
| 6 | 270 | — | — | — | — | — | NE | 1 | 29.74 | — | 81 | 78 | — | C | A-ST | — | 9 | 15 | — | — | |
| 7 | 529 | 103.0 | 10 | 4 | — | 000 | NE | 1 | 29.75 | — | 82 | 78 | 86 | C | A-CU | NE | 9 | 20 | 1 | SE | |
| 8 | 381 | 76.2 | 7 | 7 | 7 | 5 | 000 | NE | 1 | 29.78 | — | 83 | 79 | 86 | BC | A-CU | NE | 4 | 30 | 1 | SE |
| 9 | 464 | 103.2 | 10 | 4 | 10 | 4 | 000 | NE | 1 | 29.79 | — | 84 | 78 | 86 | C | A-CU | NE | 9 | 30 | 1 | SE |
| 10 | 460 | 104.6 | 10 | 6 | 10 | 5 | 200 | NE | 1 | 29.78 | — | 85 | 79 | 86 | C | A-CU | NE | 8 | 30 | 1 | SE |
| 11 | 526 | 119.6 | 12 | 2 | 11 | 7 | 015 | NE | 1 | 29.76 | — | 87 | 80 | 86 | BC | A-CU | NE | 4 | 30 | 1 | SE |
| 12 | 555 | 96.3 | 9 | 5 | 8 | 9 | 126 | NE | 2 | 29.76 | — | 88 | 80 | 86 | BC | A-CU | NE | 5 | 30 | 1 | SE |
| | | | | | | | Fuel { Received — Expended 1954 On hand 153801 | | | | | | | DRILLS AND EXERCISES | | | | | | | |
| | | | | | | | Water { Distilled 11080 Received — Expended 13098 On hand 20360 | | | | | | | Morning Afternoon | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | | | | | | | Division | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | |
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| | | | | | | | | | | | | | | 7 | | | | | | | |
| | | | | | | | | | | | | | | 8 | | | | | | | |
| | | | | | | | | | | | | | | 9 | | | | | | | |
| Current { Set Drift | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | | | | | | BEFORE LEAVING PORT | | | | | | | | | | | | | | |
| Error | | | | | | | Draft for'd 13' 6" | | | | | | | | | | | | | | |
| | | | | | | | Draft aft 14' 4" | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | | | | | | AFTER ENTERING PORT | | | | | | | | | | | | | | |
| Compass No. | | | | | | | Draft for'd 13' 4" | | | | | | | | | | | | | | |
| S. H. | | | | | | | Draft aft 14' 4" | | | | | | | | | | | | | | |
| Error | | | | | | | | | | | | | | | | | | | | | |
| Variation | | | | | | | | | | | | | | | | | | | | | |
| Deviation | | | | | | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | |
| | | | | | | | Maximum 93° | | | | | | | | | | | | | | |
| | | | | | | | Minimum 82° | | | | | | | | | | | | | | |
| | | | | | | | CONDITIONS | | | | | | | | | | | | | | |
| | | | | | | | NORMAL | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 858 | 185.3 | 18 | 6 | 18 | 4 | 107 | SE | 2 | 29.75 | — | 85 | 80 | 86 | C | CUNB | SE | 8 | 15 | 1 | SE |
| 14 | 207 | 65.0 | 6 | 5 | — | — | — | SE | 1 | 29.72 | — | 93 | 84 | 86 | C | A-CU | SE | 9 | 20 | — | — |
| 15 | 80 | — | — | — | — | — | — | SE | 1 | 29.83 | — | 91 | 71 | — | C | A-CU | SE | 9 | 20 | — | — |
| 16 | 80 | — | — | — | — | — | — | E | 1 | 29.76 | — | 84 | 80 | — | C | A-CU | SE | 9 | 20 | — | — |
| 17 | 72 | — | — | — | — | — | — | SE | 1 | 29.75 | — | 84 | 79 | — | C | A-CU | SE | 7 | 15 | — | — |
| 18 | 79 | — | — | — | — | — | — | E | 2 | 29.73 | — | 85 | 79 | — | C | A-CU | SE | 7 | 15 | — | — |
| 19 | 82 | — | — | — | — | — | — | SE | 1 | 29.75 | — | 82 | 78 | — | BC | A-CU | SE | 6 | 15 | — | — |
| 20 | 89 | — | — | — | — | — | — | SE | 1 | 29.80 | — | 82 | 79 | — | C | A-CU | SE | 6 | 10 | — | — |
| 21 | 89 | — | — | — | — | — | — | SE | 1 | 29.80 | — | 82 | 79 | — | C | A-CU | SE | 6 | 10 | — | — |
| 22 | 92 | — | — | — | — | — | — | SE | 1 | 29.80 | — | 82 | 78 | — | C | A-CU | SE | 6 | 10 | — | — |
| 23 | 83 | — | — | — | — | — | — | SE | 1 | 29.80 | — | 82 | 78 | — | C | A-CU | SE | 6 | 10 | — | — |
| 24 | 92 | — | — | — | — | — | — | NE | 2 | 29.76 | — | 82 | 79 | — | C | A-CU | NE | 7 | 10 | — | — |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| Navigator. | | | | | | | | | | | | | | | | | | | | | |

PART I COLUMNS

| | | | | | | | | | | | | | | | | | | | | | | |
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| LOG OF THE UNITED STATES SHIP | | | | | | | | ABNER READ | | | | | | DD 526 | | | | | | | | |
| | | | | | | | | (Name) | | | | | | (Identification Number) | | | | | | | | |
| | | | | | | | | FRI 23 JUNE 1914 | | | | | | (Day) (Date) (Month), 1914 | | | | | | | | |
| Zone description -10 | | | | | | | | T.B HUTCHINS III | | | | | | COMOR U. S. Navy, Commanding. | | | | | | | | |
| HOUR | | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR DRY BULB | AIR WET BULB | WATER AT SURFACE | | FORM | MOVING FROM- | AMOUNT | | | VISIBILITY |
| A. M. | | 0 | 1 | 2 | 3 | 4 | 5 | Gyro ✓ Mag. (Indicate which) | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | | 100 | - | - | - | - | - | - | NE | 2 | 29.76 | - | 83 | 78 | - | C | CU NB | NE | 7 | 10 | - | - |
| 2 | | 80 | - | - | - | - | - | - | NE | 2 | 29.74 | - | 82 | 78 | - | C | A-CU | NE | 7 | 10 | - | - |
| 3 | | 73 | - | - | - | - | - | - | NE | 2 | 29.74 | - | 82 | 76 | - | C | A-CU | NE | 7 | 10 | - | - |
| 4 | | 77 | - | - | - | - | - | - | NE | 2 | 29.74 | - | 82 | 76 | - | C | A-CU | NE | 6 | 10 | - | - |
| 5 | | 80 | - | - | - | - | - | - | NE | 1 | 29.73 | - | 83 | 77 | - | C | A-CU | NE | 6 | 10 | - | - |
| 6 | | 80 | - | - | - | - | - | - | NE | 1 | 29.72 | - | 83 | 78 | - | C | A-CU | NE | 9 | 15 | - | - |
| 7 | | 80 | - | - | - | - | - | - | NE | 1 | 29.74 | - | 83 | 78 | - | C | A-CU | NE | 8 | 20 | - | - |
| 8 | | 80 | - | - | - | - | - | - | NE | 1 | 29.77 | - | 85 | 79 | - | C | A-CU | NE | 8 | 20 | - | - |
| 9 | | 123 | - | - | - | - | - | - | NE | 1 | 29.77 | - | 86 | 80 | - | C | A-CU | NE | 8 | 20 | - | - |
| 10 | | 349 | - | - | - | - | - | 260 | NE | 1 | 29.78 | - | 89 | 82 | - | C | A-CU | NE | 6 | 20 | - | - |
| 11 | | 404 | 51.0 | 5 | 1 | - | - | - | NE | 1 | 29.76 | - | 90 | 82 | 86 | C | A-CU | NE | 6 | 20 | - | - |
| 12 | | 100 | - | - | - | - | - | - | W | 1 | 29.75 | - | 92 | 83 | - | C | A-CU | W | 7 | 20 | - | - |
| DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Morning |
| Noon { Latitude Longitude | | Fuel { Received Expended 5594 On hand 148207 | | Division 1 | | | | | | | | | | | | | | | | | | |
| Current { Set Drift | | Water { Distilled 11130 Received Expended 8059 On hand 23431 | | Division 2 | | | | | | | | | | | | | | | | | | |
| Gyrocompass in Use | | | | Division 3 | | | | | | | | | | | | | | | | | | |
| Error | | | | Division 4 | | | | | | | | | | | | | | | | | | |
| Standard Mag. Compass | | | | Division 5 | | | | | | | | | | | | | | | | | | |
| Compass No. | | | | Division 6 | | | | | | | | | | | | | | | | | | |
| S. H. | | | | Division 7 | | | | | | | | | | | | | | | | | | |
| Error | | | | Division 8 | | | | | | | | | | | | | | | | | | |
| Variation | | | | Division 9 | | | | | | | | | | | | | | | | | | |
| Deviation | | | | | | | | | | | | | | | | | | | | | | |
| MAGAZINE TEMPERATURES: Maximum 96° Minimum 82° CONDITIONS NORMAL Tested Sprinkling System conditions satisfactory | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | | 90 | - | - | - | - | - | - | W | 1 | 29.75 | - | 94 | 84 | - | C | A-CU | W | 7 | 20 | - | - |
| 14 | | 86 | - | - | - | - | - | - | W | 1 | 29.72 | - | 89 | 81 | - | C | A-CU | W | 7 | 20 | - | - |
| 15 | | 100 | - | - | - | - | - | - | SW | 1 | 29.72 | - | 89 | 81 | - | C | A-CU | W | 9 | 20 | - | - |
| 16 | | 84 | - | - | - | - | - | - | SW | 1 | 29.71 | - | 89 | 82 | - | C | A-CU | SW | 9 | 20 | - | - |
| 17 | | 89 | - | - | - | - | | | | | | | | | | | | | | | | |

PART I
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| LOG OF THE UNITED STATES SHIP | | | | | | | | | | ABNER READ | | | | | | | | | | DD526 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|--|-----------|-------|-------------------------------|------------------|---------------|---------------|------------------|---------------------|--------|-------------|--------|------------|---|-------------|--|---|---|---|---|---|------------------|--|---------|--|-----------|--|------------------|--|--|--|---|--|----------------|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|
| | | | | | | | | | | (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zone description -10 | | | | | | | | | | T.B. HUTCHINS III | | | | | | | | | | SAT 24 JUNE 1944 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Comdr U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 86 | - | - | - | - | - | NE | 2 | 29.76 | - | 83 | 79 | - | BC | A-CU | NE | 2 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 63 | - | - | - | - | - | NE | 1 | 29.76 | - | 83 | 79 | - | B | - | - | - | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 74 | - | - | - | - | - | NE | 1 | 29.75 | - | 83 | 79 | - | BC | A-CU | NE | 1 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 77 | - | - | - | - | - | NE | 1 | 29.84 | - | 82 | 79 | - | BC | A-CU | NE | 1 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 76 | - | - | - | - | - | NE | 1 | 29.75 | - | 80 | 77 | - | BC | A-CU | - | 1 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 75 | - | - | - | - | - | NE | 1 | 29.75 | - | 80 | 77 | - | BC | A-CU | - | 1 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 87 | - | - | - | - | - | NE | 1 | 29.76 | - | 82 | 78 | - | BC | A-CU | NE | 4 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 79 | - | - | - | - | - | NW | 1 | 29.78 | - | 85 | 80 | - | BC | A-CU | NW | 5 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 87 | - | - | - | - | - | NW | 1 | 29.78 | - | 86 | 81 | - | BC | A-CU | NW | 5 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 90 | - | - | - | - | - | NE | 2 | 29.78 | - | 89 | 81 | - | BC | A-CU | NE | 6 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 183 | - | - | - | - | - | NE | 2 | 29.78 | - | 92 | 82 | - | BC | A-CU | NE | 6 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 85 | - | - | - | - | - | NE | 2 | 29.77 | - | 94 | 83 | - | BC | A-CU | NE | 6 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | <div style="display: flex; justify-content: space-between;"> <div> <p>Fuel { Received - Expended 2646 On hand 133278</p> <p>Water { Distilled 12200 Received - Expended 10791 On hand 24750</p> </div> <div> <p>DRILLS AND EXERCISES</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Morning</th> <th colspan="2">Afternoon</th> </tr> </thead> <tbody> <tr><td>Division</td><td></td><td></td><td></td></tr> <tr><td>1</td><td></td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td><td></td></tr> <tr><td>7</td><td></td><td></td><td></td></tr> <tr><td>8</td><td></td><td></td><td></td></tr> <tr><td>9</td><td></td><td></td><td></td></tr> </tbody> </table> </div> </div> | | | | | | | | | | Morning | | Afternoon | | Division | | | | 1 | | | | 2 | | | | 3 | | | | 4 | | | | 5 | | | | 6 | | | | 7 | | | | 8 | | | | 9 | | | |
| Morning | | Afternoon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Division | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>GYROCOMPASS IN USE</p> <p>Error</p> | | | | | | | <p>BEFORE LEAVING PORT</p> <p>Draft for'd</p> <p>Draft aft</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>STANDARD MAG. COMPASS</p> <p>Compass No.</p> <p>S. H.</p> <p>Error</p> <p>Variation</p> <p>Deviation</p> | | | | | | | <p>AFTER ENTERING PORT</p> <p>Draft for'd</p> <p>Draft aft</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | <p>MAGAZINE TEMPERATURES:</p> <p>Maximum 91</p> <p>Minimum 82</p> <p>CONDITIONS:</p> <p>NORMAL</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 87 | - | - | - | - | - | NE | 2 | 29.76 | - | 93 | 82 | - | BC | A-CU | NE | 7 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 80 | - | - | - | - | - | NE | 2 | 29.76 | - | 93 | 82 | - | BC | A-CU | NE | 7 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 80 | - | - | - | - | - | NE | 2 | 29.76 | - | 92 | 82 | - | BC | A-CU | NE | 7 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 75 | - | - | - | - | - | NNE | 2 | 29.75 | - | 90 | 81 | - | BC | A-CU | NNE | 7 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 80 | - | - | - | - | - | NE | 2 | 29.73 | - | 88 | 81 | - | C | A-CU | NE | 6 | 20 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 63 | - | - | - | - | - | NE | 2 | 29.76 | - | 83 | 79 | - | C | A-CU | NE | 9 | 15 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 85 | - | - | - | - | - | NE | 1 | 29.75 | - | 83 | 79 | - | O | A-CU | NE | 10 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 92 | - | - | - | - | - | NE | 1 | 29.78 | - | 81 | 79 | - | BC | A-CU | NE | 2 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 63 | - | - | - | - | - | NE | 1 | 29.78 | - | 81 | 79 | - | BC | A-CU | NE | 2 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 73 | - | - | - | - | - | NE | 1 | 29.79 | - | 81 | 78 | - | BC | CU NB | NE | 3 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 72 | - | - | - | - | - | S | 1 | 29.78 | - | 80 | 78 | - | BC | CU NB | S | 4 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | 83 | - | - | - | - | - | S | 1 | 29.78 | - | 80 | 78 | - | BC | CU NB | S | 4 | 10 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>SUBMERGED RUN DATA—SUBMARINES</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> </tr> </thead> <tbody> <tr> <td>Run No. (Serial)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Time to submerge</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Greatest depth</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | 3 | 4 | 5 | Run No. (Serial) | | | | | | Time to submerge | | | | | | Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p><i>R. Hansen</i> Ltjg U.S.N. Navigator.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|-----------|-------|------------------|------------------|---------------|---------------|-------------------------|---------------------|--------|-------------|--------|------------|-----------|
| (Name) | | | | | | | | | | | | | | (Identification Number) | | | | | | |
| <u>SUN 25 JUNE 1944</u> | | | | | | | | | | | | | | | | | | | | |
| (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> <u>T.B. Hutchins III</u> , Comdr U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | |
| Hour | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 62 | — | — | — | — | — | — | 0 | 29.76 | — | 80 | 78 | — | BC | CUNB | — | 4 | 10 | — | — |
| 2 | 74 | — | — | — | — | — | SW | 1 | 29.75 | — | 80 | 78 | — | BC | CUNB | SW | 5 | 10 | — | — |
| 3 | 66 | — | — | — | — | — | SW | 1 | 29.74 | — | 80 | 78 | — | BC | CUNB | SW | 5 | 10 | — | — |
| 4 | 70 | — | — | — | — | — | SW | 1 | 29.74 | — | 80 | 77 | — | BC | CUNB | SW | 5 | 10 | — | — |
| 5 | 70 | — | — | — | — | — | SW | 1 | 29.74 | — | 80 | 77 | — | BC | A-CU | SW | 5 | 10 | — | — |
| 6 | 78 | — | — | — | — | — | SW | 1 | 29.75 | — | 81 | 78 | — | BC | A-CU | SW | 5 | 10 | — | — |
| 7 | 68 | — | — | — | — | — | SW | 1 | 29.75 | — | 82 | 79 | — | BC | CUNB | SW | 5 | 10 | — | — |
| 8 | 61 | — | — | — | — | — | — | 0 | 29.75 | — | 83 | 80 | — | BC | CUNB | SW | 4 | 15 | — | — |
| 9 | 69 | — | — | — | — | — | — | 0 | 29.76 | — | 83 | 83 | — | C | A-CU | — | 8 | 20 | — | — |
| 10 | 64 | — | — | — | — | — | — | 0 | 29.76 | — | 88 | 83 | — | C | A-CU | — | 8 | 20 | — | — |
| 11 | 79 | — | — | — | — | — | — | 0 | 29.77 | — | 90 | 87 | — | C | A-CU | — | 8 | 20 | — | — |
| 12 | 79 | — | — | — | — | — | — | 0 | 29.77 | — | 91 | 89 | — | C | A-CU | — | 8 | 20 | — | — |
| Fuel | | DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | |
| Received | Expended | Morning | Afternoon | | | | | | | | | | | | | | | | | |
| On hand | 2077 | Division | | | | | | | | | | | | | | | | | | |
| 143459 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 2 | | | | | | | | | | | | | | | | | | |
| | | 3 | | | | | | | | | | | | | | | | | | |
| | | 4 | | | | | | | | | | | | | | | | | | |
| | | 5 | | | | | | | | | | | | | | | | | | |
| | | 6 | | | | | | | | | | | | | | | | | | |
| | | 7 | | | | | | | | | | | | | | | | | | |
| | | 8 | | | | | | | | | | | | | | | | | | |
| | | 9 | | | | | | | | | | | | | | | | | | |
| Water | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | |
| Distilled | Received | Maximum | Minimum | | | | | | | | | | | | | | | | | |
| 10650 | 10516 | 78 | 83 | | | | | | | | | | | | | | | | | |
| Expended | 28964 | CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | |
| On hand | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE | | BEFORE LEAVING PORT | | | | | | | | | | | | | | | | | | |
| Error | | Draft for'd | Draft aft | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS | | AFTER ENTERING PORT | | | | | | | | | | | | | | | | | | |
| Compass No. | S. H. | Draft for'd | Draft aft | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| P. M. | | MAGAZINE TEMPERATURES: | | | | | | | | | | | | | | | | | | |
| 0 | 1 | Maximum | Minimum | | | | | | | | | | | | | | | | | |
| 13 | 59 | 78 | 83 | | | | | | | | | | | | | | | | | |
| 14 | 78 | CONDITIONS NORMAL | | | | | | | | | | | | | | | | | | |
| 15 | 72 | | | | | | | | | | | | | | | | | | | |
| 16 | 76 | | | | | | | | | | | | | | | | | | | |
| 17 | 75 | | | | | | | | | | | | | | | | | | | |
| 18 | 70 | | | | | | | | | | | | | | | | | | | |
| 19 | 76 | | | | | | | | | | | | | | | | | | | |
| 20 | 80 | | | | | | | | | | | | | | | | | | | |
| 21 | 87 | | | | | | | | | | | | | | | | | | | |
| 22 | 87 | | | | | | | | | | | | | | | | | | | |
| 23 | 89 | | | | | | | | | | | | | | | | | | | |
| 24 | 70 | | | | | | | | | | | | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | |

PART I
COLUMNS

| LOG OF THE UNITED STATES SHIP | | | | | | | | | | | | | | | ABNER READ | | DD 526 | | | | |
|--|--------------------------------------|--------------------------------|----------------|--------|----------------|--------|----------------|--|-------|------------------|------------------|--|---------------|------------------|---------------------|--------|--------------------------------|--------|------------|-----------|-------------|
| | | | | | | | | | | | | | | | (Name) | | (Identification Number) | | | | |
| Zone description -10 | | | | | | | | | | | | | | | MON. 26 JUNE, 1944 | | (Day) (Date) (Month) | | | | |
| | | | | | | | | | | | | | | | T.B. Hutchins III | | Comdr. U. S. Navy, Commanding. | | | | |
| HOUR | FUEL EXPENDED BY METER FOR EACH HOUR | "ALL SHIP" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE | | FORM | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 70 | - | - | - | - | - | - | SW | 1 | 29.74 | - | 81 | 78 | - | BC | A-CU | SW | 1 | 20 | - | - |
| 2 | 78 | - | - | - | - | - | - | SW | 1 | 29.73 | - | 81 | 78 | - | BC | A-CU | SW | 1 | 20 | - | - |
| 3 | 81 | - | - | - | - | - | - | SW | 1 | 29.72 | - | 81 | 77 | - | BC | A-CU | SSW | 2 | 15 | - | - |
| 4 | 88 | - | - | - | - | - | - | SSW | 1 | 29.73 | - | 82 | 78 | - | BC | A-CU | SSW | 2 | 10 | - | - |
| 5 | 82 | - | - | - | - | - | - | SSW | 1 | 29.72 | - | 83 | 77 | - | BC | A-CU | SSW | 2 | 10 | - | - |
| 6 | 74 | - | - | - | - | - | - | SW | 1 | 29.72 | - | 82 | 77 | - | BC | A-CU | SW | 2 | 15 | - | - |
| 7 | 82 | - | - | - | - | - | - | - | 0 | 29.72 | - | 81 | 78 | - | BC | A-CU | - | 2 | 15 | - | - |
| 8 | 95 | - | - | - | - | - | - | - | 0 | 29.72 | - | 83 | 80 | - | C | CU | CU | - | 7 | 20 | - |
| 9 | 82 | - | - | - | - | - | - | - | 0 | 29.80 | - | 86 | 81 | - | C | A-CU | - | 7 | 25 | - | - |
| 10 | 59 | - | - | - | - | - | - | NE | 1 | 29.78 | - | 89 | 82 | - | C | A-CU | NE | 7 | 30 | - | - |
| 11 | 90 | - | - | - | - | - | - | NE | 2 | 29.77 | - | 89 | 82 | - | D | CU NB | NE | 10 | 20 | - | - |
| 12 | 147 | - | - | - | - | - | - | NE | 2 | 29.76 | - | 89 | 81 | - | C | CU NB | NE | 10 | 15 | - | - |
| | | | | | | | | Fuel { Received Expended 1740 On hand 141719 | | | | DRILLS AND EXERCISES Morning Afternoon Division 1 2 3 4 5 6 7 8 9 | | | | | | | | | |
| Noon { Latitude Longitude | | | | | | | | Water { Distilled 12050 Received Expended 9790 On hand 31224 | | | | | | | | | | | | | |
| Current { Set Drift | | | | | | | | | | | | | | | | | | | | | |
| GYROCOMPASS IN USE Error | | | | | | | | BEFORE LEAVING PORT Draft for'd 13'4" Draft aft 14'4" | | | | | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. S. H. Error Variation Deviation | | | | | | | | AFTER ENTERING PORT Draft for'd Draft aft | | | | | | | | | | | | | |
| | | | | | | | | MAGAZINE TEMPERATURES: Maximum 98 Minimum 73 CONDITIONS NORMAL | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 404 | - | - | - | - | - | - | NE | 2 | 29.76 | - | 87 | 80 | - | O-R | CU NB | - | 10 | 10 | - | - |
| 14 | 667 | 130.8 | 13 | 3 | 4 | 9 | 085 | NE | 3 | 29.71 | - | 83 | 78 | 86 | C | ST CU | NE | 10 | 20 | 1 | NE |
| 15 | 854 | 180.5 | 18 | 3 | 17 | 8 | 083 | NE | 3 | 29.70 | - | 81 | 78 | 86 | C | CU NB | NE | 9 | 20 | 1 | NE |
| 16 | 616 | 139.7 | 15 | 7 | 15 | 4 | 045 | NE | 2 | 29.70 | - | 81 | 78 | 86 | C | A ST | NE | 8 | 20 | 1 | NE |
| 17 | 762 | 176.6 | 12 | 4 | 17 | 2 | 120 | NE | 2 | 29.72 | - | 85 | 79 | 86 | C | CU CU | NE | 7 | 25 | 1 | NE |
| 18 | 609 | 155.7 | 15 | 8 | 15 | 4 | 120 | NE | 2 | 29.72 | - | 84 | 79 | 86 | C | CU CU | NE | 9 | 20 | 1 | NE |
| 19 | 609 | 144.6 | 14 | 7 | 14 | 4 | 330 | NE | 2 | 29.74 | - | 83 | 78 | 86 | C | CU CU | NE | 9 | 15 | 1 | NE |
| 20 | 570 | 129.2 | 14 | 1 | 14 | 3 | 330 | NE | 2 | 29.76 | - | 83 | 78 | 86 | C | CU CU | NE | 9 | 10 | 1 | NE |
| 21 | 551 | 143.8 | 14 | 6 | 15 | 0 | 330 | NE | 2 | 29.77 | - | 82 | 78 | 86 | C | CU CU | NE | 9 | 10 | 1 | NE |
| 22 | 1098 | 197.9 | 19 | 8 | 18 | 7 | 120 | NE | 2 | 29.77 | - | 83 | 78 | 86 | C | CU CU | NE | 9 | 10 | 1 | NE |
| 23 | 1574 | 235.8 | 23 | 1 | 22 | 8 | 330 | NE | 2 | 29.78 | - | 83 | 78 | 86 | BC | CU CU | NE | 3 | 10 | 1 | NE |
| 24 | 516 | 144.3 | 14 | 6 | 14 | 7 | 330 | NE | 2 | 29.78 | - | 83 | 78 | 86 | C | CU NB | NE | 7 | 10 | 1 | NE |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| R. Hansen Ship 4. S. N. Navigator. | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

LOG OF THE UNITED STATES SHIP

ABNER READ

(Name)

DD526

(Identification Number)

TUE 27 JUNE, 1944

(Day)

(Date)

(Month)

Zone description -10

T.B. HUTCHINS III, Comdr U. S. Navy, Commanding.

| Hour | FUEL EXPENDED BY METERS FOR EACH HOUR | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | | WEATHER BY SYMBOLS | CLOUDS | | | SEA | |
|-------|---------------------------------------|---------------------------------|----------------|--------|----------------|--------|----------------|-----------|-------|------------------|------------------|--------------|--------------|------------------|------|--------------------|-------------|--------|------------|-----------|-------------|
| | | | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS | | DIRECTION | FORCE | HEIGHT IN INCHES | READING AT THER. | AIR DRY BULB | AIR WET BULB | WATER AT SURFACE | FORM | | MOVING FROM | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 452 | 143.9 | 14 | 3 | 14 | 3 | 330 | NE | 2 | 29.78 | - | 83 | 78 | 86 | BC | A-CU | NE | 4 | 10 | 1 | NE |
| 2 | 417 | 122.1 | 12 | 9 | 13 | 3 | 160 | NE | 3 | 29.72 | - | 83 | 79 | 86 | BC | ST CU | NE | 4 | 10 | 1 | NE |
| 3 | 463 | 144.3 | 14 | 9 | 14 | 9 | 160 | NE | 2 | 29.71 | - | 83 | 78 | 86 | BC | ST CU | NE | 4 | 10 | 1 | NE |
| 4 | 495 | 141.1 | 14 | 3 | 14 | 0 | 185 | NE | 2 | 29.72 | - | 83 | 78 | 86 | BC | ACU | NE | 4 | 10 | 1 | NE |
| 5 | 489 | 138.7 | 14 | 0 | 18 | 3 | 220 | NE | 2 | 29.73 | - | 83 | 78 | 86 | BC | ACU | NE | 4 | 15 | 1 | NE |
| 6 | 1530 | 248.0 | 24 | 2 | 23 | 7 | 240 | NE | 2 | 29.73 | - | 83 | 78 | 86 | C | ACU | NE | 6 | 20 | 1 | NE |
| 7 | 656 | 161.2 | 16 | 3 | 16 | 7 | 020 | NE | 2 | 29.75 | - | 83 | 78 | 86 | C | ACU | NE | 9 | 30 | 1 | NE |
| 8 | 533 | 149.2 | 15 | 0 | 15 | 0 | 020 | NE | 2 | 29.78 | - | 85 | 79 | 86 | C | ACU | NE | 9 | 30 | 1 | NE |
| 9 | 530 | 144.9 | 15 | 1 | 15 | 0 | 270 | NE | 2 | 29.78 | - | 85 | 79 | 86 | C | CU ST | NE | 8 | 30 | 1 | NE |
| 10 | 487 | 130.0 | 13 | 2 | 13 | 3 | 090 | NE | 2 | 29.80 | - | 90 | 81 | 86 | C | CU | NE | 8 | 30 | 1 | NE |
| 11 | 1014 | 190.4 | 19 | 1 | 18 | 8 | 180 | NE | 2 | 29.78 | - | 86 | 80 | 86 | O-D | CUNB | NE | 10 | 20 | 1 | NE |
| 12 | 144 | 136.0 | 13 | 8 | - | - | - | NE | 2 | 29.77 | - | 88 | 81 | - | O-D | CUNB | NE | 10 | 20 | 1 | NE |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|--|-----------|--|---------|--|-----------|--|--------------------|--|----------|--|-----------------------|--|---------------------|--|-------------|--|-------------|--|---------------------|--|-------------|--|------------------------|--|------------------------|--|---------|--|------------|--|------------|--|----------------------|--|----------------------|--|-----------|--|-----------|--|
| Latitude | | Longitude | | Set | | Drift | | GYROCOMPASS IN USE | | Error | | STANDARD MAG. COMPASS | | Compass No. | | S. H. | | Error | | Variation | | Deviation | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft | | AFTER ENTERING PORT | | Draft for'd | | Draft aft | | MAGAZINE TEMPERATURES: | | Maximum | | Minimum | | CONDITIONS | | NORMAL | | DRILLS AND EXERCISES | | Morning | | Afternoon | |
| Received | | Expended | | On hand | | Distilled | | Received | | Expended | | On hand | | BEFORE LEAVING PORT | | Draft for'd | | Draft aft</ | | | | | | | | | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD 526) | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|-------------------|--------|-------------------|--------|-------------------|---|-------|--|---------------------|--|------------------|---------------------|------------------------|--------|-----------------|--------|------------|-----------|-----------------|
| (Name) | | | | | | | | | | (Identification Number) | | | | | | | | | | | |
| WED 28 JUNE, 1944 | | | | | | | | | | (Day) (Date) (Month) | | | | | | | | | | | |
| Zone description <u>-10</u> | | | | | | | | | | <u>T.B. HUTCHINS III</u> <u>Comdr</u> U. S. Navy, Commanding. | | | | | | | | | | | |
| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | SEA | | |
| | | | Nautical Miles | TENTHS | Nautical Miles | TENTHS | | Direction | Force | Height in Inches | Reading at Ther. | Air Dry Bulb | Air, Wet Bulb | Water at Surface | | Form | Moving From— | Amount | Visibility | Condition | Swells From— |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 62 | — | — | — | — | — | — | SE | 1 | 29.78 | — | 82 | 79 | — | BC | A-CU | SE | 4 | 10 | — | — |
| 2 | 75 | — | — | — | — | — | — | SE | 1 | 29.78 | — | 82 | 79 | — | BC | A-CU | SE | 4 | 10 | — | — |
| 3 | 72 | — | — | — | — | — | — | — | 0 | 29.79 | — | 83 | 80 | — | BC | A-CU | — | 4 | 10 | — | — |
| 4 | 83 | — | — | — | — | — | — | — | 0 | 29.79 | — | 83 | 80 | — | BC | A-CU | — | 4 | 10 | — | — |
| 5 | 76 | — | — | — | — | — | — | — | 0 | 29.80 | — | 83 | 80 | — | BC | A-CU | — | 4 | 10 | — | — |
| 6 | 83 | — | — | — | — | — | — | — | 0 | 29.77 | — | 82 | 79 | — | BC | A-CU | — | 4 | 20 | — | — |
| 7 | 76 | — | — | — | — | — | — | — | 0 | 29.77 | — | 87 | 82 | — | BC | A-CU | — | 4 | 30 | — | — |
| 8 | 64 | — | — | — | — | — | — | S | 1 | 29.80 | — | 88 | 81 | — | BC | A-CU | S | 4 | 30 | — | — |
| 9 | 73 | — | — | — | — | — | — | S | 1 | 29.80 | — | 89 | 82 | — | C | A-CU | S | 7 | 20 | — | — |
| 10 | 84 | — | — | — | — | — | — | S | 1 | 29.80 | — | 89 | 82 | — | C | CU NB | S | 8 | 20 | — | — |
| 11 | 77 | — | — | — | — | — | — | S | 2 | 29.79 | — | 89 | 82 | — | C | CU NB | S | 8 | 20 | — | — |
| 12 | 84 | — | — | — | — | — | — | SE | 1 | 29.77 | — | 91 | 83 | — | C | CU | SE | 8 | 20 | — | — |
| Noon { Latitude Longitude | | | | | | | | Fuel { Received <u>34647</u> Expended <u>9450</u> On hand <u>157,031</u> | | DRILLS AND EXERCISES | | | | | | | | | | | |
| | | | | | | | | Water { Distilled <u>11950</u> Received Expended <u>13353</u> On hand <u>21291</u> | | Division Morning Afternoon 1 2 3 4 5 6 7 8 9 | | | | | | | | | | | |
| Current { Set Drift | | | | | | | | GYROCOMPASS IN USE Error | | BEFORE LEAVING PORT Draft for'd Draft aft | | MAGAZINE TEMPERATURES: Maximum <u>98°</u> Minimum <u>84°</u> Conditions NORMAL | | | | | | | | | |
| STANDARD MAG. COMPASS Compass No. S. H. Error Variation Deviation | | | | | | | | AFTER ENTERING PORT Draft for'd Draft aft | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 13 | 75 | — | — | — | — | — | — | SE | 1 | 29.76 | — | 92 | 83 | — | C | CU-NB | SE | 8 | 20 | — | — |
| 14 | 83 | — | — | — | — | — | — | SE | 2 | 29.74 | — | 92 | 83 | — | C | CU-NB | SE | 9 | 20 | — | — |
| 15 | 72 | — | — | — | — | — | — | SE | 2 | 29.72 | — | 86 | 80 | — | D | CU-NB | SE | 9 | 10 | — | — |
| 16 | 63 | — | — | — | — | — | — | SE | 2 | 29.72 | — | 86 | 80 | — | C | CU NB | SE | 9 | 10 | — | — |
| 17 | 76 | — | — | — | — | — | — | SE | 1 | 29.73 | — | 85 | 80 | — | C | CU NB | SE | 9 | 10 | — | — |
| 18 | 84 | — | — | — | — | — | — | SE | 1 | 29.74 | — | 85 | 81 | — | C | CU NB | SE | 6 | 10 | — | — |
| 19 | 63 | — | — | — | — | — | — | SE | 1 | 29.74 | — | 85 | 81 | — | C | CU NB | SE | 5 | 10 | — | — |
| 20 | 74 | — | — | — | — | — | — | SE | 1 | 29.74 | — | 85 | 81 | — | C | CU NB | SE | 5 | 10 | — | — |
| 21 | 75 | — | — | — | — | — | — | SE | 1 | 29.75 | — | 84 | 81 | — | BC | ACU | SE | 4 | 10 | — | — |
| 22 | 86 | — | — | — | — | — | — | S | 2 | 29.74 | — | 83 | 79 | — | BC | ACU | S | 4 | 10 | — | — |
| 23 | 101 | — | — | — | — | — | — | SE | 1 | 29.74 | — | 83 | 79 | — | BC | ACU | SE | 4 | 10 | — | — |
| 24 | 99 | — | — | — | — | — | — | SE | 1 | 29.74 | — | 83 | 79 | — | BC | ACU | SE | 4 | 10 | — | — |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| P. Hansen (Skag) U.S.N. Navigator. | | | | | | | | | | | | | | | | | | | | | |

PART I COLUMNS

LOG OF THE UNITED STATES SHIP

ASNER READ

005261

(Name)

(Identification Number)

THUR 29 JUNE, 1944

(Day)

(Date)

(Month)

Zone description -10

T.B. HUTCHINS III

COMDR U. S. Navy, Commanding.

| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | By Revs. | | By Log | | Course (P. C.) | Wind | | Barometer | | Temperature | | | Weather, by Symbols | Clouds | | | Sea | | |
|-------|--|---|-------------------|--------|-------------------|--------|-------------------|-----------|-------|---------------------|---------------------|------------------|------------------|---------------------|------------------------|--------|-----------------|--------|------------|-----------|-----------------|
| | | | Nautical Miles | Tenths | Nautical Miles | Tenths | | Direction | Force | Height in Inches | Reading at Ther. | Air, Dry Bulb | Air, Wet Bulb | Water at Surface | | Form | Moving From- | Amount | Visibility | Condition | Swells From- |
| A. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 1 | 97 | - | - | - | - | - | - | SE | 1 | 29.74 | - | 83 | 79 | - | BC | ACU | SE | 4 | 10 | - | - |
| 2 | 92 | - | - | - | - | - | - | SE | 2 | 29.74 | - | 83 | 79 | - | BC | ACU | SE | 4 | 10 | - | - |
| 3 | 94 | - | - | - | - | - | - | SE | 2 | 29.74 | - | 83 | 80 | - | BC | ACU | SE | 4 | 10 | - | - |
| 4 | 73 | - | - | - | - | - | - | SE | 1 | 29.72 | - | 81 | 78 | - | BC | A-CU | SE | 3 | 10 | - | - |
| 5 | 97 | - | - | - | - | - | - | SE | 1 | 29.74 | - | 82 | 78 | - | C | ST CU | SE | 7 | 10 | - | - |
| 6 | 94 | - | - | - | - | - | - | - | 0 | 29.74 | - | 82 | 79 | - | O | ST CU | - | 10 | 15 | - | - |
| 7 | 104 | - | - | - | - | - | - | - | 0 | 29.74 | - | 82 | 79 | - | C | CU NB | - | 8 | 20 | - | - |
| 8 | 83 | - | - | - | - | - | - | - | 0 | 29.77 | - | 83 | 79 | - | C | CI ST | - | 8 | 20 | - | - |
| 9 | 83 | - | - | - | - | - | - | - | 0 | 29.80 | - | 88 | 82 | - | C | CU NB | - | 9 | 20 | - | - |
| 10 | 97 | - | - | - | - | - | - | NE | 1 | 29.79 | - | 85 | 80 | - | O-D | CU NB | NE | 10 | 10 | - | - |
| 11 | 107 | - | - | - | - | - | - | S | 1 | 29.79 | - | 85 | 80 | - | O | CU NB | S | 10 | 10 | - | - |
| 12 | 304 | - | - | - | - | - | - | S | 1 | 29.79 | - | 85 | 80 | - | O-D | CU NB | S | 10 | 10 | - | - |

Latitude

Longitude

Set

Drift

GYROCOMPASS IN USE

Error

STANDARD MAG. COMPASS

Compass No.

S. H.

Error

Variation

Deviation

BEFORE LEAVING PORT

Draft for'd

Draft aft

AFTER ENTERING PORT

Draft for'd

Draft aft

MAGAZINE TEMPERATURES:

Maximum

Minimum

CONDITIONS

NORMAL

DRILLS AND EXERCISES

Morning

Afternoon

Division

1

2

3

4

5

6

7

8

9

| P. M. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------|-----|-------|----|---|----|-----|-----|----|---|-------|----|----|----|----|-----|-------|----|----|----|----|----|
| 13 | 462 | 96.9 | 9 | 8 | - | - | 000 | NW | 2 | 29.76 | - | 86 | 80 | - | O | CU NB | S | 10 | 15 | 1 | NW |
| 14 | 572 | 140.5 | 14 | 3 | 15 | 7 | 030 | NW | 2 | 29.74 | - | 83 | 79 | 86 | C-D | CU NB | S | 9 | 15 | 1 | NW |
| 15 | 539 | 149.6 | 15 | 2 | 15 | 1 | 000 | NW | 2 | 29.71 | - | 86 | 79 | 85 | C | CI ST | S | 9 | 20 | 1 | NW |
| 16 | 517 | 148.5 | 15 | 1 | 15 | 0 | 000 | NW | 2 | 29.71 | - | 86 | 79 | 86 | C | CI ST | S | 9 | 20 | 1 | NW |
| 17 | 479 | 141.3 | 14 | 3 | 14 | 3 | 263 | NW | 2 | 29.71 | - | 86 | 80 | 86 | C | CU NB | SW | 9 | 20 | 1 | E |
| 18 | 542 | 151.1 | 15 | 3 | 15 | 4 | 263 | NW | 2 | 29.73 | - | 82 | 78 | 86 | C | CU NB | SW | 9 | 20 | 1 | E |
| 19 | 499 | 150.3 | 15 | 2 | 14 | 9 | 263 | NW | 2 | 29.75 | - | 82 | 78 | 86 | C | CU NB | SW | 9 | 20 | 1 | E |
| 20 | 501 | 146.6 | 14 | 8 | 15 | 1 | 285 | NW | 2 | 29.78 | - | 83 | 78 | 86 | C | CU NB | SW | 6 | 10 | 1 | E |
| 21 | 546 | 151.3 | 15 | 3 | 15 | 4 | 285 | W | 3 | 29.77 | - | 81 | 79 | 86 | C | CU NB | NW | 8 | 10 | 1 | NW |
| 22 | 640 | 150.7 | 15 | 3 | 15 | 2</ | | | | | | | | | | | | | | | |

CONFIDENTIAL

COLUMNS

| LOG OF THE UNITED STATES SHIP <u>ABNER READ</u> (DD-526) | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-------------------|--------|-------------------|--------|-------------------|-----------|-------|---------------------|---------------------|-----------------|-----------------|---------------------|------------------------|--------|-----------------|--------|------------|-----------|-----------------|
| (Name) (Identification Number) | | | | | | | | | | | | | | | | | | | | | |
| Fri 30 JUNE, 1944 (Day) (Date) (Month) | | | | | | | | | | | | | | | | | | | | | |
| Zone description <u>-10</u> <u>T.B. HUTCHINS III</u> <u>Comdr</u> U. S. Navy, Commanding. | | | | | | | | | | | | | | | | | | | | | |
| Hour | Fuel Expended By Meter For Each Hour | "All Shaft" Average Revolu- tions | BY REVS. | | BY LOG | | COURSE (P. C.) | WIND | | BAROMETER | | TEMPERATURE | | | WEATHER, BY SYMBOLS | CLOUDS | | | VISIBILITY | SEA | |
| | | | Nautical Miles | TENTHS | Nautical Miles | TENTHS | | Direction | Force | Height in Inches | Reading at Ther. | Air Dry Bulb | Air Wet Bulb | Water at Surface | | Form | Moving From— | Amount | | Condition | Swells From— |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 482 | 148.6 | 15 | 1 | 14 | 3 | 285 | W | 2 | 29.74 | - | 81 | 79 | 86 | BC | CUMB | NW | 4 | 10 | 1 | NW |
| 2 | 480 | 149.8 | 15 | 2 | 15 | 2 | 285 | W | 2 | 29.73 | - | 82 | 78 | 86 | BC | CUMB | NW | 4 | 10 | 1 | NW |
| 3 | 508 | 152.3 | 15 | 4 | 15 | 5 | 285 | W | 2 | 29.73 | - | 82 | 78 | 86 | BC | CUMB | NW | 3 | 10 | 1 | NW |
| 4 | 477 | 149.4 | 15 | 1 | 15 | 2 | 285 | NW | 2 | 29.73 | - | 82 | 78 | 86 | C | CUMB | NW | 5 | 10 | 1 | NW |
| 5 | 637 | 151.3 | 15 | 3 | 15 | 2 | 285 | NW | 2 | 29.74 | - | 82 | 78 | 86 | C | CUMB | NW | 5 | 10 | 1 | NW |
| 6 | 525 | 150.2 | 15 | 2 | 15 | 2 | 285 | NW | 2 | 29.75 | - | 81 | 78 | 86 | C | CUMB | NW | 9 | 15 | 1 | NW |
| 7 | 514 | 148.4 | 15 | 0 | 15 | 0 | 285 | NW | 2 | 29.76 | - | 81 | 78 | 86 | C | AST | NW | 9 | 30 | 1 | NW |
| 8 | 509 | 151.6 | 15 | 4 | 15 | 5 | 270 | NW | 2 | 29.79 | - | 82 | 78 | 86 | C | A-ST | NW | 9 | 20 | 1 | NW |
| 9 | 670 | 167.3 | 16 | 9 | 16 | 5 | 270 | NW | 2 | 29.80 | - | 88 | 79 | 86 | C | A-ST | NW | 9 | 20 | 1 | NW |
| 10 | 482 | 142.6 | 14 | 5 | 14 | 4 | 270 | NW | 2 | 29.82 | - | 91 | 82 | 86 | C | A-ST | NW | 8 | 25 | 1 | NW |
| 11 | 513 | 144.1 | 14 | 6 | 15 | 0 | 270 | W | 2 | 29.81 | - | 91 | 82 | 86 | C | A-ST | NW | 8 | 25 | 1 | NW |
| 12 | 480 | 143.5 | 14 | 6 | 14 | 8 | 270 | W | 2 | 29.78 | - | 91 | 82 | 86 | C | A-ST | NW | 8 | 25 | 1 | NW |
| DRILLS AND EXERCISES | | | | | | | | | | | | | | | | | | | | | |
| Division | | | | | | | | | | | | | | | | | | | | | |
| Morning Afternoon | | | | | | | | | | | | | | | | | | | | | |
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| 23 | | | | | | | | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | | | | | | |
| SUBMERGED RUN DATA—SUBMARINES | | | | | | | | | | | | | | | | | | | | | |
| Run No. (Serial) | | | | | | | | | | | | | | | | | | | | | |
| Time to submerge | | | | | | | | | | | | | | | | | | | | | |
| Greatest depth | | | | | | | | | | | | | | | | | | | | | |
| To be forwarded direct to the Commander in Chief, U. S. Fleet, at the end of each month. | | | | | | | | | | | | | | | | | | | | | |

P. Jensen Ltjg USN
Navigator.

PART III
CONFIDENTIAL

Page 253UNITED STATES SHIP ABNER READ
THURSDAY 1 JUNE, 1944
(Day) (Date) (Month)
Zone description -16

| Position | 0800 | 1200 | 2000 |
|----------|------------|------------|------------|
| Lat. | 0°-41.2 S | 1°-06.5 S | 0°-49.5 S |
| Long. | 138-50.5 E | 138-28.0 E | 137-14.5 E |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

STEAMING IN ACCORDANCE WITH CTF 74 GA ORDER 4-44 OF 24 MAY, 1944, IN NIGHT PATROL AREA, ON COURSE 090°, SPEED 12 KTS., IN COMPANY WITH TF 74, HMAS AUSTRALIA GUIDE, IN CRUISING DISPOSITION "SUGAR", STATION ONE IN A/S SCREEN 55, 22 IN ACCORDANCE WITH PLAN 8 ZERRA. CONDITIONS ONE EASY AND ABLE SET. SHIP IS DARKENED.

AK Hoffman
LIEUT USNR

4-8

AS BEFORE. 0545 CALLED THE CREW TO GENERAL QUARTERS. SET MATERIAL CONDITION "ABLE". 0632 SECURED FROM GENERAL QUARTERS. SET CONDITION TWO AND BAKER. 0636 C/S TO 15 KTS. 0644 LIGHTED SHIP.

Robert W. Bane
LIEUT. USNR

8-12

AS BEFORE. MUSTERED CREW ON STATIONS. NO ABSENTEES. 1000 9/16 AND FLEET AXIS TO 180°(T). MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL

James
LIEUT. USNR

12-16

AS BEFORE. 1550 9/16 TO 260°(T) AND FLEET AXIS

AK Hoffman
LIEUT USNR

16-18

AS BEFORE.

Robert W. Bane
LIEUT. USNR

18-20

As before. 1851 Darkened ship. 1910 called crew to general quarters. Set material condition "Able". 1941 Set condition "One Easy". Modified condition "Able" set.

James
LIEUT. USNR

20-24

AS BEFORE. 2140 RADAR CONTACT ON PADAIORI ISLAND BEARING 215° DISTANCE 20 MILES. 2250 RADAR CONTACT ON BIAK ISLAND BEARING 270° DISTANCE 36 MILES. 2310 SIGHTED ANTI-AIRCRAFT FIRE BEARING 220°.

AK Hoffman
LIEUT USNR

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS
Commanding Officer.
COMMANDER, USN

R. Hansen
R. Hansen
Navigator.
U.S.N.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ FRIDAY 2 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|----------|----------|------------|
| Lat. | 0-36 S | 0-25.55 | 01-55.25 |
| Long. | 137-32 E | 138-26 E | 140-06.2 E |

OPERATIONAL REMARKS
(WAR DIARY)

0-4
STEAMING IN ACCORDANCE WITH CTF 74 OP-ORDER 4-44 OF 24 MAY, 1944. IN COMPANY WITH TASK FORCE 74 CRUISING DISPOSITION "SUGAR" HMAS AUSTRALIA GUIDE, STATION ONE IN A/S SCREEN 55, ZZ IN ACCORDANCE WITH PLAN 8 Z, BASE COURSE 260°T. SPEED 15 KTS. CONDITION ONE EASY, MODIFIED CONDITION "ABLE" SET. SHIP IS DARKENED. 0005 C/L TO 270°T. CEASED ZZ. 0015 C/L TO 320°T. 0025, CALLED THE CREW TO GENERAL QUARTERS. SET CONDITION "ABLE". INVESTIGATED KORIM BAY, BIAK IS. FOR POSSIBLE ENEMY ACTIVITY. 0028 C/L TO 280°T. 0036 C/L TO 320°T. 0100 C/L TO 280°T. 0105 C/L TO 320°T. 0138 C/L TO 085°T. 0145 SET CONDITION ONE EASY MODIFIED CONDITION "ABLE". RESULTS OF INVESTIGATION NEGATIVE. 0150 COMMENCED ZZ PLAN 8 Z.

Robert W. Bure
LIEUT. USNR

4-8
As before. 0550 called crew to general quarters. Set condition "Able". 0645 Secured from general quarters. Set condition II and Baker. Lighted ship.

J. W. Moss
LIEUT. USNR

8-12
AS BEFORE. 1017 CEASED ZZ. 1020 PROCEEDING ALONGSIDE AUSTRALIA TO RECEIVE MAIL. 1040 RESUMED STATION IN A/S SCREEN. 1042 RESUMED ZZ. 1057 CEASED ZZ. 1102 COMMENCED TACTICAL MANEUVERS IN ACCORDANCE WITH CTF 74 VISUAL DESPATCH #24825, OF JUNE. 1159 COMPLETED TACTICAL MANEUVERS. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL. MADE WEEKLY TEST OF MAGAZINE SPRINKLING SYSTEMS. CONDITIONS SATISFACTORY.

J. K. Hoffman
LIEUT. USNR

12-16
AS BEFORE. 1203, ON STATION ONE A/S SCREEN 55, CRUISING DISPOSITION "SUGAR", HMAS AUSTRALIA GUIDE, BASE COURSE 090°T. SPEED 15 KTS. 1212 C/L TO 240°T. 1217 COMMENCED ZZ PLAN 17 Z. 1354 CEASED ZZ. 1402 C/L TO 120°T. 1406 C/L TO 22 KTS. 1458 C/L TO 26 KTS.

Robert W. Bure
LIEUT. USNR

ADDENDUM TO 8-12:

0800 MUSTERED CREW ON STATIONS. NO ABSENTEES.

J. K. Hoffman
LIEUT. USNR

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 255

UNITED STATES SHIP Abner Read Friday 2 June, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

~~OPERATIONAL~~ REMARKS
(WAR DIARY)

16-20

As before. 1630 Called crew to general quarters. Set material condition "Able". 1640 Secured from general quarters. Set condition II and Baker. 1716 γ c and fleet axis to $125^{\circ}(T)$. 1839 Darkened ship.

J. W. Riss
Lieut. USNR

20-24

As before. 2150 Left formation on course $175^{\circ}(T)$. 2200 Entering Humboldt Bay, New Guinea, on various courses and speeds proceeding to alongside U.S.S. Victoria. 2255 Moored portside to USS Victoria. 2305 Commenced fueling ship. Draft fwd 13'3". Draft aft 13'9". 2315 USS Mullaney moored alongside portside to.

J. E. Kettle
Lieut. USNR

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III Commanding Officer.
COMMANDER, USN *JBH*

R. H. Mancus *LTJG* USN.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 256

UNITED STATES SHIP ARNER READSATURDAY 3 JUNE, 1944

(Day)

(Date)

(Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

MOORED PORT SIDE TO USS VICTORIA, HUMBOLDT BAY, NEW GUINEA, RECEIVING FUEL OIL. SHIP IS DARKENED. 0020 COMPLETED FUELING. RECEIVED 52,045 GALLONS FUEL OIL. DRAFT FWD 13'8". DRAFT AFT 14'3".

J. H. Hughes
Boat (T) U.S.N.R.

4-8

AS BEFORE. 0558 UNDERWAY PROCEEDING TO ANCHORAGE. 0630 ANCHORED IN BEATH D-12, IN 8FM WITH 45 KM TO STAD. ANCHOR. 0645 LIGHTED SHIP.

J. K. Hoffman
LIEUT USNR

8-12

AS BEFORE. 0800 HELD QUARTERS FOR MUSTER. NO ABSENTEES MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES, CONDITIONS NORMAL.

R. Alderman
LTJG USN

12-16

AS BEFORE

R. Hansen
LTJG USN

16-20

AS BEFORE. 1835 DARKENED SHIP. 1852 IN ACCORDANCE WITH FORM G KOONTZ G.W. 52 WAS TRANSFERRED TO HOSPITAL SHIP LST 464, DV # 2122 (GASTRIC FISTULA)

Robert W. Brose
LIEUT USNR

20-24

AS BEFORE. 2305 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. 2315 UNDERWAY FROM ANCHORAGE D12 HUMBOLDT BAY, NEW GUINEA IN ACCORDANCE WITH COMSEVENTH FLEET'S DISPATCH 030801 JUNE 1944 IN COMPANY WITH TF 74 AND 75 ON VARIOUS COURSES AND SPEEDS PROCEEDING TO STATION 5320 CRUISING DISPOSITION "SUGAR VICTOR" COURSE 030°T, SPEED 16 KTS. AXIS 290°T

Wesley O. Baumann
ENS USN

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS, LTJG
Commanding Officer.
COMMANDER, USN

R. Hansen
R. Hansen, LTJG USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 257UNITED STATES SHIP ABNER READSUNDAY

(Day)

4

(Date)

JUNE

(Month)

1944Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|------------|------------|----------|
| Lat. | 01-28.15 | 00-27.45 | 00-47 S |
| Long. | 139-11.2 E | 138-24.6 E | 136-44 E |

OPERATIONAL REMARKS

(WAR DIARY)

0-4

UNDERWAY IN ACCORDANCE WITH COM SEVENTH FLEETS DISPATCH 030801 JUNE 1944 IN COMPANY WITH TF 74 AND 75 ON VARIOUS COURSES AND SPEEDS. PROCEEDING TO STATION 5320 CRUISING DISPOSITION "SUGAR VICTOR" COURSE 030°T, SPEED 16 KTS, AXIS 290°T. 0030 ON STATION 5320 CRUISING DISPOSITION "SUGAR VICTOR" HMAS. AUSTRALIA GUIDE, C/C TO 297°T. 0035 COMMENCED ZZ PLAN 8. 0137 MADE RADAR CONTACT WITH ECHELON HOW 4 BEARING 275°T DISTANCE 11 MILES. CEASED ZZ 0138 C/C TO 337°T 0151 C/C TO 297°T 0152 COMMENCED ZZ PLAN 8.

Robert W. Brice
LIEUT. USNR

4-8

As before. 0430 Radar surface contact bearing 300°(T) distance 10 miles. Identified as friendly. 0523 Ceased zigzagging. 0530 C/C to 327°(T). 0540 Called crew to general quarters. Set material condition "Able". 0608 C/C to 295°(T). 0628 Resumed zigzagging according to plan 8. 0635 Secured from general quarters. Set condition II and Baker. Lighted ship.

J. H. H. H.
LIEUT. USNR

8-12

AS BEFORE. 0700 MUSTERED CREW ON STATIONS. NO ABSENTEES. 0805 C/C TO 290°. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

J. H. H. H.
LIEUT. USNR

12-16

AS BEFORE 1240 RADAR CONTACT GROUP OF UNIDENTIFIED AIRCRAFT BEARING 265°T DISTANCE 55 MILES. CALLED THE CREW TO GENERAL QUARTERS. SET MATERIAL CONDITION "ABLE". 1257 AIRCRAFT REPORTED AS FRIENDLY. 1312 SECURED FROM GENERAL QUARTERS. SET CONDITION TWO AND "BAKER". 1404 C/C TO 280°T 1407 COMMENCED ZZ PLAN 8.

Robert W. Brice
LIEUT. USNR

16-20

AS BEFORE. 1615 CEASED ZIGZAGGING, RESUMED BASE COURSE. 1650 RESUMED ZIGZAGGING, PLAN 8. 1655 C/S TO 18 KTS. 1730 RADAR CONTACT ON BOGEYS BEARING 300°(T). DISTANT 38 MILES. 1732 CEASED ZIGZAGGING 1735 FORMED VICTOR FOUR CRUISING DISPOSITION. 1737 CALLED CREW TO GENERAL QUARTERS; SET CONDITION AFIRM. 1739 C/S TO 20 KTS. 1740 APPROXIMATELY TWELVE ENEMY PLANES SIGHTED

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 258UNITED STATES SHIP AGNER READ
SUNDAY 4 JUNE, 1944
 (Day) (Date) (Month)
Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20 (CONT'D)

MAKING DIVE BOMBING APPROACHES ON VARIOUS BEARING AROUND DISPOSITION; OPENED FIRE ON PLANES. VARIOUS COURSES AND SPEEDS EMPLOYING EVASIVE TACTICS. 1747 ENEMY PLANES RETIRED. 1752 STEADIED ON COURSE 280°(T) SPEED 20 KTS. 1805 C/S TO 18 KTS. 1820 COMMENCED ZIGZAGGING, PLAN 8. 1841 C/L TO 320°T. 1850 C/L TO 280°T. 1855 DARKENED SHIP 1921 C/S TO 15 KTS. 1925 C/L TO 180°T. 1943 C/S TO 20 KTS. 1945 C/S TO 25 KTS.

J. J. J.
LIEUT. USNR.

20-24

AS BEFORE. 2014 C/S TO 25 KTS. 2026 BOGEY BEARING 198° DISTANCE 19 MILES. 2031 C/L TO 270°. 2036 C/L TO 170°. 2040 C/L TO 160°. 2056 C/L TO 225°. 2056 C/S TO 20 KTS. 2103 PROCEEDING IN COLUMN ON VARIOUS COURSES THROUGH JAPAN STRAITS. 2220 COMMENCED DEPLOYMENT ON COURSE 300°. DES DIV 48 IN REAR. 2224 DEPLOYED ON COURSE 280°. 2227 C/S TO 25 KTS. VARIOUS COURSES AND SPEEDS WHILE INVESTIGATING POSSIBILITY OF PRESENCE OF JAPANESE SHIPPING. 2325 C/L TO 100°.

J. J. J.
LIEUT USNR.

Approved:

Examined:

[Signature]
THOMAS H. BUTCHINS III
Commanding Officer.
COMMANDER, USN

[Signature]
R. H. HANSEN (19) U.S.N.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 259

UNITED STATES SHIP ABNER READ MONDAY 5 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|----------|-----------|------------|
| Lat. | 00-39 S | 00-39.8 S | 00-57.7 S |
| Long. | 137-36 E | 138-08 E | 136-25.6 E |

OPERATIONAL REMARKS
(WAR DIARY)

0-4
UNDERWAY IN ACCORDANCE WITH COM SEVENTH FLEETS
DISPATCH 030801 OF JUNE 1944 PATROLLING OFF BIAK
ISLAND, NEW GUINEA, IN COMPANY WITH TF 74 AND TF
75 DEPLOYED ON COURSE 100°T SPEED 25 KTS, CONDITION
ONE AND ABLE SET, SHIP IS DARKENED. 0025 C/C TO 0700T
0040 C/S TO 20 KTS, 0053 UNIDENTIFIED PLANES BEARING
170°T DISTANCE 17 MILES. 0103 ENEMY TORPEDO
PLANES CROSSED AHEAD FROM STBD TO PORT. 0106
C/S TO 25 KTS. 0112 ENEMY PLANES DROPPED TORPEDOS
OFF STBD BOW. NO DAMAGE. COMMENCED FIRING.
0114 CEASED FIRING. 0125 ON VARIOUS COURSES AND
SPEEDS PROCEEDING TO STATION 2340 CRUISING
DISPOSITION "VICTOR 4". 0141 UNIDENTIFIED PLANES
BEARING 340°T 14 MI. 0148 ON STATION 2340 CRUISING
DISPOSITION "VICTOR 4" HMAS AUSTRALIA GUIDE.
COURSE 000°T SPEED 15 KTS. 0156 C/C TO 0900T.
0158 C/S TO 25 KTS. 0202 C/C TO 000°T. C/S TO 15 KTS.
0210 C/C TO 0400T. 0219 COMMENCED ZZ PLAN # 8.
0254 C/C TO 330°T. 0311 COMMENCED ZZ PLAN # 8.
0355 C/C TO 0900T.

Robert W. Brose
LIEUT. USN12

4-8

AS BEFORE. 0400 RESUMED ZIGZAGGING PLAN 8. 0640 SECURED
FROM GENERAL QUARTERS, SET CONDITION BAKER. 0648 LIGHTED
SHIP.

J. J. J.
LIEUT. USNR

8-12

AS BEFORE. 0800 MUSTERED CREW ON STATIONS. NO ABSENTEES.
0951 CEASED ZZ. 1001 CHANGED FLEET AXIS TO 000°, 1004 RADAR
CONTACT ON UNIDENTIFIED PLANE BEARING 175°, DISTANCE 42 MILES.
1007 CALLED CREW TO GENERAL QUARTERS. SET CONDITION ABLE.
1010 PLANES IDENTIFIED AS FRIENDLY. 1020 CHANGED FLEET AXIS
TO 270°. 1032 SECURED FROM GENERAL QUARTERS. SET CONDITIONS
TWO AND BAKER. 1049 RESUMED ZZ. 1130 CEASED ZZ. 1132
C/C TO 260°. 1141 RESUMED ZZ. MADE DAILY INSPECTION OF
MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS
NORMAL.

skottman
LIEUT USNR

12-16

AS BEFORE.

Robert W. Brose
LIEUT. USN12

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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CONFIDENTIAL

Page 260

UNITED STATES SHIP ABNER READ MONDAY 5 JUNE, 19 44
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR-DIARY)

16-20

AS BEFORE. 1815 RADAR CONTACT ON BOGEY BRG 220°(T)
DISTANT 28 MILES. 1827 CALLED CREW TO GENERAL QUARTERS. SET
CONDITION ABLE. 1854 DARKENED SHIP. SET CONDITION ONE EASY.
1940 C/L TO 180°(T).

J. W. N. S.
LIEUT. USNR.

20-24

AS BEFORE. 2009 C/L TO 000°. 2024 C/L TO 180°. 2030
BOGEY BEARING 023 DISTANCE 16 MILES. 2039 CALLED CREW
TO GENERAL QUARTERS. SET CONDITION ABLE. 2041 C/L TO 090°. 2058 C/L TO 000°. 2115 C/L TO 270°. 2142 C/L TO 090°. 2215 C/L TO 270°. 2241 C/L TO 050°. 2303 C/L TO 300°. 2311 C/L TO 120°. 2345 C/L TO 050°. 2355 C/L TO 270°.

J. K. H. S.
LIEUT. USNR.

Approved:

Examined:

Thomas E. Hutchins
THOMAS E. HUTCHINS TTT
-COMMANDER, USN
Commanding Officer.

R. H. Hansen (Lg9) USN.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 261UNITED STATES SHIP ABNER READ

TUESDAY 6 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|-------------------|-------------------|------|
| Lat. | <u>00-46.3 S</u> | <u>00-54 S</u> | |
| Long. | <u>137-26.1 E</u> | <u>138-29.5 E</u> | |

OPERATIONAL REMARKS

(WAR-DIARY)

0-4

UNDER WAY IN ACCORDANCE WITH COM SEVENTH FLEET'S DISPATCH 030801 JUNE 1944 PATROLLING OFF BIAK IS. NEW GUINEA, IN COMPANY WITH TF 74 AND TF 75 CRUISING 'DISPOSITION' VICTOR 4 STATION 2340, HMAS AUSTRALIA GUIDE. COURSE 270°T, SPEED 15 KTS. CONDITION ONE AND ABLE SET. SHIP IS DARKENED. 0038 C/C TO 310°T 0105 SET CONDITION OF READINESS "ONE EASY" MODIFIED CONDITION ABLE. 0111 C/C TO 270° 0130 C/C TO 090°T 0141 COMMENCED Z Z PLAN #8. 0250 CEASED Z Z. 0251 C/C TO 270°T. 0300 COMMENCED Z Z PLAN #8. 0347 CEASED Z Z. 0350 C/C TO 085°T 0355 C/S TO 17 KTS.

Robert W. Bross
LIEUT. USNR

4-8

AS BEFORE. 0648 SECURED FROM CONDITION ONE EASY. SET CONDITIONS TWO AND BAKER. LIGHTED SHIP. 0705 RADAR CONTACT ON BOBEY BEARING 200° DISTANCE 39 MILES. 0709 CALLED CREW TO GENERAL QUARTERS. SET CONDITIONS ABLE. 0710 C/S TO 20 KTS. 0711 C/C TO 000°. 0715 C/C TO 085°. 0716 C/S TO 16 KTS. 0720 SECURED FROM GENERAL QUARTERS. SET CONDITIONS TWO AND BAKER.

J. W. Bross
LIEUT. USNR

8-12

AS BEFORE. 0815 MUSTERED CREW ON STATIONS. NO ABSENTEES. 0931 C/S TO 15 KTS. 0940 SIGHTED DESTROYER DIVISION BEARING 095° DISTANCE 16 MILES. 0957 CEASED Z Z. 1000 DESDIV 42 JOINED FORMATION AS A/SCREEN. 1015 PROCEEDING ALONGSIDE AUSTRALIA TO RECEIVE MAIL. 1025 RECEIVING MAIL FROM AUSTRALIA. 1036 PROCEEDING ON VARIOUS COURSES AND SPEEDS DELIVERING MAIL TO NASHVILLE AND PHOENIX. 1059 RESUMED SCREENING STATION. 1115 C/S TO 20 KTS. 1125 C/S TO 24 KTS. 1135 C/S TO 26 KTS. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

L. K. Kellerman
LIEUT. USNR

12-16

AS BEFORE

Robert W. Bross
LIEUT. USNR

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 262UNITED STATES SHIP ABNER READTUESDAY 6 JUNE, 1944Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20

AS BEFORE 1800 LEFT CRUISING DISPOSITION PREPARATORY TO ENTERING PORT 1805 ENTERING HUMBOLDT BAY ON VARIOUS COURSES AND SPEEDS PROCEEDING TO ANCHORAGE 1855 ANCHORED IN HUMBOLDT BAY, NEW GUINEA IN 29 FMS WITH 75 FMS TO PORT ANCHOR ON THE FOLLOWING BEARINGS: RT. TAN. MADDERAU IS. $309^{\circ}(T)$, RT. TAN. CAPE SOEADIA $44\frac{1}{2}^{\circ}(T)$, RT. TAN. FLAMADI IS. $226^{\circ}(T)$, CAPE PIE $205^{\circ}(T)$

J. F. Gunde
Lt(jg) USNR

20-24

AS BEFORE. 2150 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. 2222 UNDERWAY FROM ANCHORAGE ON VARIOUS COURSES AND SPEEDS PROCEEDING ALONGSIDE HMS BISHOPDALE TO FUEL. 2240 MOORED ALONGSIDE HMS BISHOPDALE PORT SIDE TO. 2250 COMMENCED FUELING SHIP. DRAFT FWD $12'6''$, DRAFT AFT $13'8''$. 2307 USS TRATHEN MOORED ALONGSIDE TO STARBOARD.

J. M. Chase
Ens. USN.

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III Commanding Officer.
COMMANDER, USN *JHH*

Robert Hansen Lt(jg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 263UNITED STATES SHIP ABNER READWEDNESDAY 7 JUNE, 1944

(Day)

(Date)

(Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

MOORED PORT SIDE TO HMS BISHOPDALE IN BERTH WITH U.S. SHIPS TRATHEN, AMMEN, AND MULLANT, IN HUMBOLDT BAY, NEW GUINEA. FUELING FROM BISHOPDALE. 0035 COMPLETED FUELING HAVING RECEIVED ON BOARD 55,802 GALS NAVY SPECIAL FUEL OIL. DRAFT FWD 15'-3", AFT, 14'-3". 0120 MADE PREPARATIONS FOR GETTING UNDERWAY. 0140 TRATHEN UNDERWAY FROM ALONG SIDE. 0145 UNDERWAY FOR ANCHORAGE. 0215 RED ALERT, CALLED CREW TO GENERAL QUARTERS; SET CONDITION AFIRM. 0222 ANCHORED IN 7 FMS OF WATER IN HUMBOLDT BAY, NEW GUINEA WITH 45 FMS OF CHAIN TO THE PORT ANCHOR. TRUE BEARINGS OF ANCHORAGE. RT. TAN. CAPE SOEADIA 339, MADDERAY IS. 310, RT. TAN. CAPE DJAR 154 1/2. 0244 ALL CLEAR, SECURED FROM GENERAL QUARTERS, SET CONDITION BAKER.

J. W. Mass
LIEUT. USNR

4-8

As before

8-12

AS BEFORE 0800 ALL HANDS MUSTERED ON STATION NO ABSENTEES 0840 HELD QUARTERS FOR ALL HANDS. MAGAZINE AND SMOKELESS POWDER SAMPLES TESTED. CONDITION NORMAL

J. F. Hurd
Sgt. USNR

12-16

As before. 1400 In accordance with CTF 75 dispatch 070256, Lt. Col. S. K. Varborough, USA, Lt. J. K. Herring, USA and the following named army personnel left the ship for the Gold Star to await further transportation:

McClung, J. C., MSgt. USA
Springer, F. D., Sgt. USA
Harp, C. D., Sgt. USA
Snow, L., PFC, USA
Hicks, E. L., Sgt., USA

Hurd, L. F., S. Sgt. USA
Doty, K. B., S. Sgt. USA
Bardle, C. L., Pvt. USA
Puchalski, J. A., Sgt. USA
Pollard, J. B., Pvt. USA

J. E. Kettle
Lieut. USNR

Approved:

Examined:

Commanding Officer.

B. Hansen *Lt. Jg. USN*
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 264UNITED STATES SHIP Abner ReadWednesday 7

(Day)

(Date)

June

(Month)

, 19 44Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20

as before. 1835 ship darkened

R. B. Johnson
Lt (T-9) USNR

20-24 as before. 2245 made all preparations for getting underway. 2300. Underway in accordance with CTF 74 despatch 071147 and Op-plan 5-44 of 7 June. On various courses and speeds proceeding out of Humboldt Bay, New Guinea. 2335 steadied on course 030T. Speed 15 knots 2345 on station in Cruising Disposition VICTOR THREE, STATION 2-340.

H. H. Hughes
Rear (T) USNR

Approved:

Thomas B. Hutchins
THOMAS B. HUTCHINS 111

-COMMANDER, USN

COMMANDING

Commanding Officer.

Examined:

R. L. Hansen Lt (T-9) USN

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ THURSDAY 8, JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|----------|----------|-------------|
| Lat. | 1-31 S | 1-05 S | 00°-21' S |
| Long. | 139-20 E | 138-31 E | 136°-38.0 E |

OPERATIONAL REMARKS

(WAR DIARY)

0-4
UNDERWAY IN ACCORDANCE WITH CTF 74 OP-PLAN 5-44 OF 7 JUNE 1944 ENROUTE TO PATROL AREA OFF BIAK IS NEW GUINEA, IN COMPANY WITH TF 74 AND 75 AND DES DIV 42. CRUISING DISPOSITION VICTOR THREE STATION 2340, HMAS AUSTRALIA GUIDE, AXIS 300°T COURSE 030°T SPEED 15 KTS. DES DIV 42 FORMED IN A/S SCREEN AHEAD. SHIP IS DARKENED. CONDITION TWO AND "BAKER" SET. 0000 C/L TO 345°T 0005 COMMENCED ZZ PLAN 8. 0100 C/L TO 297°T. 0106 COMMENCED ZZ PLAN 8.

Robert W. Brune
LIEUT. USNR

4-8

AS BEFORE. 0540 CALLED CREW TO GENERAL QUARTERS; SET CONDITION AFIRM. 0640 SECURED FROM GENERAL QUARTERS; SET CONDITION TWO AND BAKER. LIGHTED SHIP.

J. W. Brune
LIEUT. USNR

8-12

AS BEFORE. 0800 MUSTERED CREW ON STATIONS. NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

J. W. Brune
LIEUT. USNR

12-16

AS BEFORE. 1438 SIGHTED LOW FLYING AIRCRAFT IDENTIFIED AS ENEMY TORPEDO PLANE BEARING 285°T DISTANCE 9 MILES. CALLED THE CREW TO GENERAL QUARTERS. SET MATERIAL CONDITION "ABLE". 1442 C/L TO 20 KTS. 1445 C/L TO 350°T LOST VISUAL CONTACT WITH ENEMY PLANE. 1515 C/L TO 22 KTS. 1547 SET CONDITION OF READINESS "ONE EASY", MODIFIED CONDITION "ABLE".

Robert W. Brune
LIEUT. USNR

16-18

AS BEFORE. 1615 C/L TO 270°(T)

18-20

AS BEFORE. 1852 DARKENED SHIP.

J. W. Brune
LIEUT. USNR

J. W. Brune
LIEUT. USNR

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ THURSDAY 8 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS

~~(WAR DIARY)~~

20-24
 AS BEFORE 2029 RADAIR CONTACT POSSIBLE AIRCRAFT BEARING 260°T DISTANCE 16 AND 18 MILES. 2030 CALLED THE CREW TO GENERAL QUARTERS. SET MATERIAL CONDITION "ABLE". 2031 C/S TO 15 KTS. 2037 CONTACT NEGATIVE. 2045 C/S TO 20 KTS. 2135 C/S TO 15 KTS. 2151 C/CTO 320°T. 2220 C/S TO 20 KTS. 2221 C/CTO 020°T. 2231 C/CTO 270°T. 2246 C/S TO 15 KTS. 2259 C/S TO 20 KTS. 2320 SURFACE CONTACT BEARING 290°T DISTANCE 18 MILES. 2322 C/S TO 15 KTS. 2324 DEPLOYED ON 000°T. 2332 C/C TO 270°T. 2334 C/C TO 300°T. C/S TO 30 KTS. 2338 C/CTO 315°T C/S TO 33 KTS. 2341 CONTACT IDENTIFIED AS ENEMY DESTROYERS. TOWING BARGES. 2345 C/S TO 34 KTS. 2350 SIGHTED ENEMY BARGE OFF PORT BOW. 2355 COMMENCED FIRING AA ARMAMENT AT BARGE. 2357 CEASED FIRING.

Robert W. Brose
 LIEUT. USNR

Approved:

Examined:

Thomas B. Hutchins III
 THOMAS B. HUTCHINS III Commanding Officer.
 COMMANDER, USN *gna*

R. Hansen *Ltjg* USN.
 Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ FRIDAY 9 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|-------------------|--------------------|--------------------|
| Lat. | <u>0°-16.4 S</u> | <u>00°-38.8 S</u> | <u>00°-21 S</u> |
| Long. | <u>137-37.3 E</u> | <u>138°-37.4 E</u> | <u>137°-08.6 E</u> |

OPERATIONAL REMARKS
(WAR-DIARY)

0-4
UNDERWAY IN ACCORDANCE WITH CTF 74 OP PLAN 5-44 OF 7 JUNE, 1944. ON PATROL OFF BIAK ISLAND, NEW GUINEA. IN COMPANY WITH TF 74, TF 75 LESS NASHVILLE, AND DESDIV 42. DEPLOYED ON BEARING 000°(T). PURSUING ENEMY TARGET BRG 304°T, DISTANT 26,300 YDS. STEAMING ON COURSE 315°(T) SPEED 34 KTS. CONDITIONS ONE AND AFIRM SET. 0002 Y/L TO 310°(T), C/S TO 35 KTS. 0053 DESDIV 48 ORDERED TO RETIRE WITH CRUISERS. 0057 Y/L TO 090°(T). 0141 TOOK STATION 1 IN CRUISING DISPOSITION VICTOR THREE. BASE SPEED 15 KTS, BASE COURSE 090°(T) 0210 COMMENCED ZIGZAGGING PLAN 8. 0250 SET CONDITION OF READINESS ONE EASY.

JANISS
LIEUT. USNR

4-8
AS BEFORE. 0645 SECURED FROM CONDITION ONE EASY. SET CONDITION TWO AND BAKER. 0647 LIGHTED SHIP. 0715 Y/L TO 110°(T)

DKHoffman
LIEUT. USNR

8-12
AS BEFORE. 0800 MUSTERED CREW ON STATIONS; NO ABSENTEES. 0845 ON VARIOUS COURSES AND SPEEDS TO TAKE STATION 2 IN DISPOSITION; DESDIV 42, DESDIV 47, AND ARUNTA AND WARRAMUNGA HAVING REJOINED 0900 ON STATION. 0946 RESUMED ZIGZAGGING PLAN 8. 1154 CEASED ZIGZAGGING. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL. MADE WEEKLY INSPECTION OF MAGAZINE SPRINKLING SYSTEMS; CONDITIONS SATISFACTORY.

Robert W. Zure
LIEUT. USNR

12-16
AS BEFORE. 1206 CHANGED COURSE AND AXIS TO 300°(T) 1220 COMMENCED ZIGZAGGING PLAN 8.

JANISS
LIEUT. USNR

16-20
AS BEFORE. 1642 CEASED ZZ. C/S TO 20 KTS. RADAR CONTACT ON BOGEY BEARING 267, DISTANCE 52 MILES. 1645 Y/L TO 260. 1702 CALLED CREW TO GENERAL QUARTERS. SET CONDITION ABLE. 1805 SET CONDITION ONE EASY. 1851 DARKENED SHIP. 1925 Y/L TO 120. 1944 SET CONDITIONS TWO AND BAKER.

DKHoffman
LIEUT. USNR

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 268

UNITED STATES SHIP ARNER READ FRIDAY 9 JUNE, 19 44
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR-DIARY)

20-24
AS BEFORE. 2000 C/L TO 117°T. 2110 C/L TO 255°T. 2115 C/L
TO 25 HTS. 2140 ASSUMED WITH DES DIV 48 IN COLUMN
STATION 8330. 2150 C/L TO 255°T. 2157. C/L TO 270°T.
2306 C/L TO 30 HTS. 2307 CALLED THE CREW TO GENERAL
QUARTERS. SET MATERIAL CONDITION "ABLE". 2312 C/L TO
32 HTS. 2320 C/L TO 31 HTS. 2333 C/L TO 25 HTS.

Robert W. Bane
LIEUT. USN/2

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS Commanding Officer.
COMMANDER, USN *gsh*

R. W. Bane Ltjg USN.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 269UNITED STATES SHIP ABNER READSATURDAY 10
(Day) (Date)JUNE, 19 44
(Month)

Zone description _____

| Position | 0800 | 1200 | 2000 |
|----------|-------------|-------------|------|
| Lat. | 01°-20.2 S | 02°-11.4 S | |
| Long. | 138°-52.0 E | 140°-20.0 E | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

UNDERWAY IN ACCORDANCE WITH CTFWOP PLAN 5-44 OF 7 JUNE 1944 ON PATROL OFF BIAK ISLAND, NEW GUINEA IN COMPANY WITH TF 74, TF 75 LESS NASHVILLE, AND DESDIV 42. CRUISING DISPOSITION VICTOR THREE, DESDIV 48 IN COLUMN BRG 270°(T) 6 MILES FROM FLEET CENTER. BASE COURSE 270°(T) BASE SPEED 26 KTS. CONDITIONS ONE AND AFIRM SET. 0042 C/L TO 300°(T) 0047 C/L TO 000°(T). 4/5 TO 15 KTS. 0059 C/L TO 310. 0116 C/L TO 100. 0121 4/5 TO 20 KTS. 0135 4/5 TO 25 KTS. 0140 DESDIV 48 CLOSED DISTANCE TO 3 MILES, BRG 270°(T) 0215 SET CONDITION ONE EASY. 0220 ON STATION.

4-8

AS BEFORE. 0625 C/L TO 120°. PROCEEDING AT 30 KTS TO TAKE STATION AS A/S SCREEN 6000 YARDS AHEAD OF FLEET CENTER. 0642 SECURED FROM GOND. ONE EASY. SET CONDITIONS TWO AND BAKER. LIGHTED SHIP. 0729 ASSUMED STATION 6015 IN A/S SCREEN.

J. W. B. B.
LIEUT. USNR

W. K. Hoffman
LIEUT. USNR

8-12

AS BEFORE. 0800 MUSTERED CREW ON STATIONS. NO ABSENTEES 1103. PROCEEDING INDEPENDENTLY WITH DESRON 24 SQUADRON FORMATION 6 TO HUMBOLDT BAY, NEW GUINEA. 1115 C/S TO 26 KTS.

MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

Robert W. B.
LIEUT. USNR.

12-16

AS BEFORE 1310 C/S TO 15 KTS. LEFT FORMATION TO PROCEED INTO PORT INDEPENDENTLY. 1311 C/L TO 190°(T). 1315 VARIOUS COURSES AND SPEEDS CONFORMING TO CHANNEL, HUMBOLDT BAY, NEW GUINEA. 1345 ANCHORED IN 9 FMS. WITH 45 FMS. OF CHAIN TO PORT ANCHOR IN BERTH A2 HUMBOLDT BAY, NEW GUINEA. TRUE BEARINGS OF ANCHORAGE: RT. TANGENT CAPE SOEADIA 349½°, MADDERAU IS. 310°, FLAMADI IS. 273°.

W. A. Tillman
LIEUT. (jg) U.S.N.R.

16-20

As before. 1630 Made all preparations for getting underway to shift berths. 1640 Underway from anchorage A-2 on various courses and speeds proceeding to new anchorage. 1648 Anchored in berth D-5, Humboldt Bay, New Guinea in (cont.)

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIALPage 270UNITED STATES SHIP ARBUR READSATURDAY10JUNE1944

(Day)

(Date)

(Month)

Zone description _____

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR-DIARY)

16-20 (cont.)
7 fms with 45 fms of chain to port anchor on the
following bearings: Sibir Is. 161°T, Cape Pic 260°T, Flamadi Is. 287°T.

W O Baumann
Ensign USN

20-24

As before.

R L Hansen
Ltjg USN

Approved:

Thomas B. Hutchins
THOMAS B. HUTCHINS

Commanding Officer.

Examined:

R L Hansen
R L Hansen Ltjg USN

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 271UNITED STATES SHIP ABNER READ

SUNDAY 11 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|--------------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | 2° - 20.5 S |
| Long. | | | 141 - 40.4 E |

OPERATIONAL REMARKS
(WAR-DIARY)

0-4
ANCHORED IN BERTH D-5, HUMBOLDT BAY, NEW GUINEA, IN 7 FATHOMS WITH 45 FATHOMS OF CHAIN TO THE PORT ANCHOR ON THE FOLLOWING BEARINGS: SIBIR 161°T, CAPE PIE 260°T, FLAMADI 15. 287°T. SHIP IS DARKENED.

Robert W. Brose
LIEUT. USNR

4-8
AS BEFORE. 0637 LIGHTED SHIP.

M. A. Tillman
LIEUT. (jg) USNR

8-12
As before. 0800 Held quarters for muster. No absentees. Made daily inspection of magazines and smokeless powder samples. Conditions normal.

Wesley O. Baumann
ENS USN

12-16
AS BEFORE. 1552 MADE ALL PREPARATIONS FOR GETTING UNDERWAY

J. W. ...
LIEUT. USNR

16-20
AS BEFORE. 1612 UNDERWAY ON VARIOUS COURSES AND SPEEDS FORMING A/S SCREEN. SET CONDITION TWO. 1700 ASSUMED STATION FOUR IN A/S SCREEN #58, PHOENIX GUIDE, COURSE 082°, SPEED 17KTS. 1834 DARKENED SHIP.

J. K. ...
LIEUT USNR

20-24
AS BEFORE.

Robert W. Brose
LIEUT. USNR

ADDENDA TO 16-20 LOG:

UNDERWAY IN ACCORDANCE WITH COMMANDER SEVENTH FLEET SECRET DISPATCH NO 100723 OF JUNE, 1944, ENROUTE TO MANUS ISLAND.

J. K. ...
LIEUT USNR

Approved:

Examined:

THOMAS B. HUTCHINS III
COMMANDER, USN

Commanding Officer.

R. L. Hansen Lt(jg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP USS Abner Read Monday 12 June, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

~~OPERATIONAL REMARKS~~
(WAR DIARY)

0-4

Underway in accordance with Com 7th Flt Secret Dispatch 100723 in company with TF 75 enroute to Seadler Harbor, Manus Island, in station 5320, A/S screen 58, cruising disposition 'Sugar', Phoenix guide. Course 080°(T) Speed 17 Kts. Condition of readiness II and Baker set. Ship is darkened.

J. J. J.
LIEUT. USNR

4-8

AS BEFORE. 0525 CALLED CREW TO GENERAL QUARTERS. SET CONDITION ABLK. 0625 SECURED FROM GENERAL QUARTERS. SET CONDITIONS TWO AND BAKER. LIGHTED SHIP. SIGHTED HERMIT ISLANDS BEARING 045° DISTANCE 20 MILES. 0700 C/L TO 090°.

J. K. Hoffman
LIEUT. USNR

8-12

AS BEFORE. 0800 MUSTERED CREW ON STATIONS NO ABSENTEES. 0845 SIGHTED TF 74 BEARING 080°T. DISTANCE 13 MILES. 1110 SIGHTED MANUS IS. BEARING 120°T DISTANCE 29 MILES. MADE DAILY INSPECTION OF MAGAZINES AND SHOCKLESS POWDER SAMPLES CONDITIONS NORMAL.

Robert W. Bine
LIEUT. USNR

12-16

As before. 1300 C/L and fleet axis to 105°(T). 1417 C/L and fleet axis to 125°(T). 1525 Patrolling on various courses and speeds covering entrance to Seadler Harbor, Manus Island. 1555 stood into Seadler Harbor

J. J. J.
LIEUT. USNR

16-20

As before 1618 Anchored in 13 fm. in Anchorage 329, Seadler harbor, MANUS ISL. with 45 fm. out to Port anchor. TRUE bearings of anchorage: Beacon C, 221, Beacon E, 196½, Beacon D, 359. 1715 ENS. William J. O'Neill, JR (E-4) USNR reported aboard for duty in accordance with orders of the Commandant, 3rd Naval District, Serial DH9-96-LW, dated 6 April, 1944.

W. J. O'Neill, Jr.
STC6 USNR

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 273UNITED STATES SHIP USS ABNER READ
MONDAY 12 JUNE, 19 44
(Day) (Date) (Month)
Zone description - 10

| Position | 0800 | 1200 | 2000 |
|----------|-------------------|-------------------|------|
| Lat. | <u>01-44 S</u> | <u>01-41 S</u> | |
| Long. | <u>145 18.8 E</u> | <u>146-24.9 E</u> | |

OPERATIONAL REMARKS
(WAR DIARY)

20-24

AS BEFORE. 2105 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. 2116 UNDERWAY FROM ALONGSIDE AMMEN ON VARIOUS COURSES AND SPEEDS PROCEEDING TO COME ALONGSIDE THE USS LEOPARD FOR FUELING 2135 RED ALERT SKEADLER HARBOR AREA 2139 CALLED ALL HANDS TO GENERAL QUARTERS SET CONDITION ABLE 2144 ANCHORED IN 16 1/2 FMS WITH 20 FMS TO THE PORT ANCHOR IN SKEADLER HARBOR, MANUS IS. 2147 SECURED FROM GENERAL QUARTERS SET CONDITION BAKER 2148 UNDERWAY CONTINUING TO GO ALONGSIDE THE TANKER ON VARIOUS COURSES AND SPEEDS 2200 MOORED ALONGSIDE USS LEOPARD PORT SIDE TO 2231 COMMENCED FUELING SHIP, DRAFT FWD 12'0", AFT 13'8"

1st Lt. Hansen
2nd Lt. Hansen

Approved:

Examined:

Thomas B. Hutchins
 THOMAS B. HUTCHINS 11 *Commanding Officer.*
 COMMANDER, USN *JAH*

K. Hansen
K. Hansen *1st Lt. USN.*
 Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP

ABNER READTUESDAY 13 JUNE, 1944

(Day)

(Date)

(Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

00-04 MOORED PORT SIDE TO USS LEOPARD IN BERTH B 11, SEADLER HARBOR, MANUS IS, RECEIVING FUEL. USS AMMEN IN NEST TO PORT RECEIVING FUEL. 0037 COMPLETED FUELING SHIP, HAVING RECEIVED ON BOARD 91,623 GALS OF FUEL OIL. DRAFT OF SHIP FWD. 13'-6", DRAFT AFT 14'-3".

J. M. Chase
ENS. USN.

4-8

AS BEFORE. 0525 MADE PREPARATIONS FOR GETTING UNDERWAY. 0546 UNDERWAY ON VARIOUS COURSES AND SPEEDS TO SHIFT BERTHS. 0612 ANCHORED IN 14 FMS OF WATER IN BERTH 329 SEADLER HBR, MANUS ISLAND WITH 45 FMS OF CHAIN TO PORT ANCHOR. 0623 U.S.S. AMMEN MOORED ALONGSIDE TO PORT.

J. M. Chase
LIEUT. USNR

8-12

AS BEFORE. 0800 MUSTERED CREW AT QUARTERS NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

John C. Gilman
ENS. USNR.

12-16

AS BEFORE.

J. M. Chase
LIEUT. USNR

16-20

AS BEFORE. 1815 MANRIFICO, PAUL PETER, SMIC, USN, TRANSFERRED TO NAVAL HOSPITAL UNIT ACORN 24, FOR TREATMENT. DIAGNOSIS, DU (BACILLARY DYSENTERY). #2122.

J. E. Kettle
LTJG USN

20-24

As before.

J. E. Kettle
Lieut USNR

Approved:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III

COMMANDER, USN

COMMANDING

Commanding Officer.

Examined:

P. Hansen
P. Hansen LTJG USN

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 275

UNITED STATES SHIP ABNER READ WEDNESDAY 14 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

00-04

ANCHORED IN 14 FMS OF WATER IN BERTH 329 SEADLER HBR, MANUS ISLAND WITH 45 FMS OF CHAIN TO PORT ANCHOR. SHIP IS DARKENED. USS AMMEN MOORED ALONGSIDE TO PORT.

R. B. Johnson
Lt(jg) USNR

04-08 as before

Jt. Hughes
Bosn (T) USNR

8-12

AS BEFORE. 0800 HELD QUARTERS FOR MUSTER. NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

J. K. Hoffman
LIEUT USNR

12-16

As before.

W. O. Baumann
Ens. USN

16-20

AS BEFORE. 1920 IN ACCORDANCE WITH ORDERS OF THE COMMANDING OFFICER SERIAL 175 OF 14 JUNE 1944, AUTHORITY: COMDESPAC NEW CONSTRUCTION DRAFT NO. 4-44, P16-3, SERIAL 2429 OF 15 MAY 1944, DIEBOLD, R. W., 337-22-80, CM1/c, USN AND DURAN, M. O., 633-81-62, RM3/c, Y2, USNR WERE TRANSFERRED TO THE USS GOLD STAR FOR TRANSPORTATION TO THE NEAREST WEST COAST RECEIVING SHIP OR STATION.

M. A. Tillman
LT(jg) USNR

20-24

As before.

Robert W. Brose
LIEUT. USNR

Approved:

Examined:

THOMAS B. HUTCHINS
Commanding Officer.
COMMANDER, USN

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 276UNITED STATES SHIP ABNER READ
THURSDAY 15 JUNE, 1944
(Day) (Date) (Month)
Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4 ANCHORED IN 14 FMS OF WATER IN BERTH 329, SEEDLER HARBOR, MANUS ISLAND WITH 45 FMS TO PORT ANCHOR. U.S.S. AMMEN ALONGSIDE TO PORT.

R. Hansen
LTJG USN

4-8 As before.

W. O. Baumann
ENS USN

8-12 AS BEFORE. 0800 HELD QUARTERS FOR MUSTER. NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

M. G. Tillman
LTJG USN, R.

12-16 AS BEFORE.

John C. Gilman
ENS. USN, R.

16-20 AS BEFORE.

J. A. Rice
LIEUT. USNR.

20-24 AS BEFORE 2005 IN ACCORDANCE WITH ORDERS OF BUREAU OF NAVAL PERSONNEL SERIAL 31312-DBK6 DATED 29 APRIL, 1944, ENS. SAMUEL L. THOMPSON, JR. (DVS) USNR REPORTED ABOARD FOR DUTY.

P. B. Curtis, Jr.
STEW USNR.

Approved:

Examined:

S. P. D. H. H. H.

Commanding Officer.

R. Hansen LTJG USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 277

UNITED STATES SHIP ABNER READ FRIDAY 16 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4 ANCHORED IN 14 FMS IN BERTH 329, SEEDLER HARBOR, MANUS ISLAND WITH 45 FMS TO PORT ANCHOR. USS AMMEN ALONGSIDE TO PORT.

A. H. Hinds
LT(jg) USNR

4-8 AS BEFORE. 0612 LIGHTED SHIP.

J. M. Chase
Ensign, USN.

8-12

AS BEFORE. 0800 HELD QUARTERS FOR MUSTER NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL. MADE WEEKLY INSPECTION OF SPRINKLING SYSTEMS - CONDITIONS NORMAL.

John C Gilman
ENS, USNR.

12-16

AS BEFORE, 1550 USS AMMEN GOT UNDERWAY.

L. Alderman
LTjg USN

16-20

As before.

J. E. Kettle
Lieut. U.S.N.R.

20-24

As before.

R. B. Johnson
LT(jg) USNR

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III
Commanding Officer.
-COMMANDER, USN

R. Hansen Lt(jg) USN
R. Hansen Lt(jg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 278

UNITED STATES SHIP Abner Read DDS26 Saturday 17 June, 1944
(Day) (Date) (Month)

Zone description - 10

| | | | |
|----------|------|------|-----------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | 01-53.5 |
| Long. | | | 147-07.8E |

OPERATIONAL REMARKS
(WAR DIARY)

0-4 Anchored in berth 329, Seeadler Harbor, Manus Island, in 14 fathoms of water with 45 fathoms to port anchor. Ship is darkened

H. H. Hughes
Bas'n (T) U.S.N.R.

4-8 AS BEFORE. 0615 LIGHTED SHIP.

d. K. Hoffman
LIEUT USNR

8-12

AS BEFORE. 0800 HEAD QUARTERS FOR MUSTER. NO ABSENTS. 0815 EXERCISED CREW AT ABANDON SHIP DRILL. 0834 SECURED FROM ABANDON SHIP DRILL. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLE. CONDITIONS NORMAL.

Haldeman
ATTY USN

12-16 AS BEFORE. 1310 U.S.S. Ammen moored alongside to port. 1345 MANGIAFICO, P.P. SM/V RETURNED ABOARD FROM HOSPITAL SHIP ACORN 24 NAVY 3205. 1555 IN ACCORDANCE WITH verbal orders of Commanding General of First Cavalry Division, the following named men reported aboard:

Captain D. B. Palmer 0-1165431 USA.
Lieutenant E. E. Stevenson 0-1174154 USA.

Harris, J.S. Tech. Sgt. 7027816 USA
Saylor, P.L. Staff Sgt. 6899676 USA
Burke, A.R. Sgt. 32690980 USA
Broekers, H.E. Sgt. 35162546 USA
Cunningham, H.K. Sgt. 38079771 USA
Zimmerman, C.I. Corp. 35272253 USA

Cartier, W. (n) First Sgt. 6130865 USA
Hardy, O. (n) First Sgt. 6680161 USA
King, H.W. Staff Sgt. 13004245 USA
Carter, L.D. Staff Sgt. 6817817 USA

Robert W. Bize
LIEUT. USNR

16-20

AS BEFORE. 1830 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. 1833 AMMEN UNDERWAY. 1846 UNDERWAY IN ACCORDANCE WITH CTF 75 ORDER NO. 1-44, ON VARIOUS COURSES AND SPEEDS, CONFORMING WITH CHANNEL, PROCEEDING OUT OF HARBOR, ENROUTE AITAPE, NEW GUINEA. SHIP IS DARKENED. CONDITIONS TWO AND BAKER SET. IN COMPANY WITH BACHE AND AMMEN, COMPOSING TG. 75.5.1. 1920 EXECUTED FORM 19 THIS VESSEL GUIDE, C/L TO 280°, C/S TO 17 KTS.

d. K. Hoffman
LIEUT USNR

20-24

AS BEFORE. 2200 C/L TO 265°T.

Robert W. Bize
LIEUT. USNR

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III
Commanding Officer.
COMMANDER, USN
COMMANDING

R. H. Hammers
R. H. Hammers (Ltjg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIALPage 279

UNITED STATES SHIP

AGNER READSUNDAY 18 JUNE

(Day)

(Date)

(Month)

, 19 44Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|------------------|------------------|------------------|
| Lat. | <u>02-29.1S</u> | <u>02-52.9S</u> | <u>03-05.9S</u> |
| Long. | <u>143-38.5E</u> | <u>142-47.2E</u> | <u>142-53.8E</u> |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

UNDERWAY IN ACCORDANCE WITH CTF 75 OP ORDER NO. 1-44, OF 15 JUNE, 1944, ENROUTE AITAPE, NEW GUINEA, IN COMPANY WITH BACHE AND AMMEN COMPOSING TASK UNIT 75.5.11, ON LINE OF BEARING 090 RELATIVE, THIS VESSEL GUIDE. COURSE 265°, SPEED 17 KTS. SHIP IS DARKENED. CONDITIONS TWO AND BAKER SET. 0120 RADAR CONTACT ON HERMIT ISLAND BEARING 300°, DISTANCE 30 MILES. 0302 C/L TO 245°.

J. W. Niss
LIEUT. USNR

4-8

AS BEFORE. 0525 CALLED CREW TO GENERAL QUARTERS. SET CONDITION ABLE. 0615 SECURED FROM GENERAL QUARTERS. SET CONDITIONS TWO AND BAKER. LIGHTED SHIP. 0705 RADAR CONTACT ON VOKED ISLAND, BEARING 175°, DISTANCE 75 MILES. 0732 COMMENCED ~~22~~ IN ACCORDANCE WITH PLAN 8. C/L TO 15 KTS.

J. W. Niss
LIEUT. USNR

8-12

AS BEFORE 0800 MUSTERED CREW ON STATIONS. NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SHOT/HELL POWDER SAMPLES. CONDITIONS NORMAL.

Robert W. Bine
LIEUT. USNR

12-16

AS BEFORE. 1210 C/L TO 16 KTS. 1317 CEASED ZIGZAGGING. RESUMED BASE COURSE 245°(T). 1321 BACHE AND AMMEN FORMED COLUMN ASTERN. 1331 C/L TO 205°(T). 1350 C/L TO 180°(T) CLOSING ENTRANCE TO AITAPE, NEW GUINEA. 1355 VARIOUS COURSES AND SPEED PROCEEDING TO ANCHORAGE. 1414 ANCHORED IN 12 FMS OF WATER IN AITAPE NEW GUINEA WITH 45 FMS OF CHAIN TO PORT ANCHOR. TRUE BRGS OF ANCHORAGE: ANGEL IS. 113½°, SELEO IS., 074°, ALLI IS. 007°. 1550 THE FOLLOWING OFFICERS CAME ABOARD TO ACT AS OBSERVERS, IN ACCORDANCE WITH CTF 75 ORDERS. LT. W.W. STEWART, USNR; ENSIGNS E.F. WAGELIN, R.R. SHARP, E.D. COCHRAN.

J. W. Niss
LIEUT. USNR

16-20

AS BEFORE. 1710 UNDERWAY FOR WEWAK, NEW GUINEA IN ACCORDANCE WITH CTF 75 OPPLAN 1-44 IN COMPANY WITH BACHE AND AMMEN ON LINE OF BRG 90° RELATIVE, THIS SHIP GUIDE. SET CSE 055°(T) SPEED 15 KTS. CONDITION II & BAKER SET. 1754 C/L TO 16 KTS. 1829 DARKENED SHIP. 1910 C/L TO 150°(T). 1913 CHANGED FORMATION TO LINE OF BEARING 140° RELATIVE. 1925 C/L TO 17 KTS.

J. W. Niss
LIEUT. USNR

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIALPage 280UNITED STATES SHIP ABNER READSUNDAY 18 JUNE, 1944
(Day) (Date) (Month)Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

20-24
AS BEFORE, 2000 CALLED THE CREW TO GENERAL
QUARTERS. SET MATERIAL CONDITION ABLE, ENGAGED
IN BOMBARDMENT OF ENEMY GUN POSITIONS AT WEWAK
NEW GUINEA AS REPORTED IN C.O. ABNER READ SECRET
LTR. SERIAL 032 OF 20 JUNE 1944.

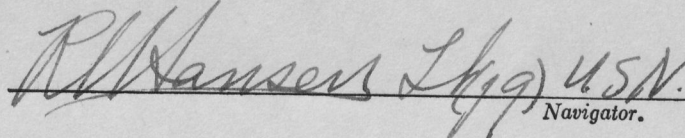
Robert W. Bise
LIEUT. USN.

Approved:

THOMAS B. HUTCHINS III
Commanding Officer.

COMMANDER, USN

Examined:


R. W. Bise
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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CONFIDENTIAL

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UNITED STATES SHIP ABNER READ MONDAY 19 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|------------------|--------------------|--------------------|
| Lat. | <u>02°-52'S</u> | <u>02°-37.7'S</u> | <u>01°-57.5'S</u> |
| Long. | <u>143°-53'E</u> | <u>144°-28.2'E</u> | <u>143°-56.7'E</u> |

~~OPERATIONAL REMARKS~~
(WAR DIARY)

0-4

UNDERWAY IN ACCORDANCE WITH CTG 75 SECRET OF ORDER 1-44 OF 15 JUNE 1944, BOMBARDING SHORE BATTERIES AT WEWAK NEW GUINEA AS REPORTED IN. C.O. ABNER READ SECRET LTR SERIAL 032 OF 20 JUNE 1944. IN COMPANY WITH USS AMMEN AND USS BACHE AS TG. 75.5.1. ON VARIOUS COURSES AND SPEED DURING FIRING RUNS AND BETWEEN TARGETS. SHIP IS DARKENED. CONDITION I AND AFIRM SET.

J. W. M. S.
LT. USNR

4-8

AS BEFORE. 0515 COMPLETED BOMBARDMENT. TOOK DEPARTURE WITH PT MOEM bearing 220°T DISTANCE 3 MILES SET COURSE 010°T. SPEED 15 KTS. BACHE AND AMMEN IN COLUMN ASTERN, PROCEEDING TO RENDEZVOUS. 0526 SECURED FROM GENERAL QUARTERS. SET CONDITION II AND BAKER. 0550 COMMENCED ZIGZAGGING, PLAN 8. 0627 LIGHTED SHIP

L. H. Hoffman
LIEUT. USNR

8-12

AS BEFORE. 0900 C/O TO 090°T. 1053 CEASED ZIGZAGGING. 1105 U.S.S. BACHE CAME ALONGSIDE TO STBD TO DELIVER MAIL. 1108 BACHE RESUMED STATION IN INFORMATION. 1114 U.S.S. AMMEN CAME ALONGSIDE TO STBD TO DELIVER MAIL. 1117 AMMEN RESUMED STATION. 1127 RESUMED ZIGZAGGING PLAN 8. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITION NORMAL.

Robert A. Bore
LIEUT. USNR

12-16

AS BEFORE 1323 SIGHTED SHIP BRG 062°(T) DISTANCE 12 MILES. 1325 SHIP IDENTIFIED AS HMS ARIADNE. 1350 VARIOUS COURSES AND SPEEDS SCREENING ARIADNE ALSO ON VARIOUS COURSES AND SPEEDS WHILE CTG. 75.5.1 CONFERRED WITH CTG 75.5.2 ON ARIADNE. 1556 CTG 75.5.1. RETURNED ABOARD

J. W. M. S.
LIEUT. USNR

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 282UNITED STATES SHIP ABNER ReadMonday
(Day)19
(Date)June
(Month), 1944Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR-DIARY)

16-20

as before. 1605 proceeding in A/S STATION No. 53.
Base Course 246°. Speed 18 Knots. 1613 Commenced
zigzagging in accordance plan 112. 1639 Changed speed
to 16 Knots. 1730 sighted Vokeo Is bearing 200° T.
Dist 35 Miles. 1750 sighted Three small craft bearing
200° T. Hull down. Ammen ordered to investigate. 1756 craft
identified as friendly. Ammen returned to station
1805 small craft sighted bearing 225° T Dist 7 miles
1806 Bache ordered investigate. 1810 craft identified
as friendly. Bache returned to station. 1824 ship darkened
1835 sighted KAIRIRU Is bearing 230° T dist 40 miles
1900 Ceased zigzagging. 1920 c/sp to 15 knots

J. Keloffman
LIEUT USNR

20-24

AS BEFORE. 2113 C/L TO 212° T. 2137 CALLED THE CREW
TO GENERAL QUARTERS. SET MATERIAL CONDITION
"ABLE." ENGAGED IN MINING OPERATION AND SHORE
BOMBARDMENT. NEWARK NEW GUINEA AS REPORTED
IN C.O. ABNER READ'S SECRET LETTER SERIAL
032 OF 20 JUNE 1944.

Robert W. Zore
LIEUT. USNR

Approved:

Examined:

Thomas J. Hutchins
Commanding Officer.
COMMANDER, USN

R. Hansen (Lg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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CONFIDENTIAL

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UNITED STATES SHIP

ABNER READTuesday
(Day)20
(Date)June, 1944
(Month)Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|-----------------|------------------|------|
| Lat. | <u>02-28.25</u> | <u>01-52'S</u> | |
| Long. | <u>144-58 E</u> | <u>146-11' E</u> | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Underway in accordance with CTF 75 secret op order 1-44 of 15 June 1944. Engaged in mining operations and shore bombardment as reported in C.O. USS Abner Read secret letter serial 032 of 20 June 1944 in company with H.M.S. Ariadne, U.S.S. Ammen, U.S.S. Bacche as T.U. 75.5 on various courses and speeds throughout operation. Ship is darkened condition I and Affirm set. 0130 H.M.S. Ariadne proceeded independently. 0446 completed operation and took departure with. Left tangent Kairiru Is. bearing 198; set course 348(T) speed 20 kts en route to rendezvous. 0250 contacted three PTs at rendezvous. Lay to and transferred following officers - Lt. Cmdr. Leason USNR, Lt. W.W. Stewart USNR, Ens. E.F. Wabelin, R.R. Sharp, E.B. Cochran USNR. 0318 changed course to 063(T) speed 10 kts. U.S.S. Ammen took station on starboard beam and U.S.S. Bacche on port beam. 0320 secured from General Quarters set condition II and Baber. 0328 changed speed to 15 kts. 0338 changed speed to 20 kts.

J. W. Bue
LIEUT. USNR

4-8

AS BEFORE. 0510 RADAR CONTACT ON CONVOY BEARING 060°, DISTANCE 11 MILES. IDENTIFIED AS FRIENDLY. 0540 EXECUTED SHIP'S RIGHT TO COURSE 153°. 0545 EXECUTED SHIP'S LEFT TO COURSE 063°. 0550 4/5 TO 21 KTS. COMMENCED 22 IN ACCORDANCE WITH PLAN #8. 0625 LIGHTED SHIP.

d. K. Hoffman
LIEUT. USNR

8-12

AS BEFORE. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

Robert W. Bue
LIEUT. USNR

12-16

AS BEFORE. 1210 SIGHTED MANUS ISLAND BRG 123°(T), DISTANT 35 MILES. 1251 CEASED ZIGZAGGING. 1255 4/5 TO 090°(T). 1300 RESUMED ZIGZAGGING. 1328 4/5 TO 102°(T); 4/5 TO 25 KTS. 1414 RESUMED ZIGZAGGING. 1430 CEASED ZIGZAGGING. 1500 4/5 TO 110°(T). 1520 AMMEN AND BACCHE FORMED COLUMN ASTERN. 1525 ALL SHIPS PROCEEDING INDEPENDENTLY. 4/5 TO 100°(T). 1539 VARIOUS COURSES AND SPEEDS WHILE ENTERING SEADLER HARBOR, MANUS ISLAND, AND PROCEEDING TO BERTH.

J. W. Bue
LIEUT. USNR

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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CONFIDENTIAL

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UNITED STATES SHIP ABNER READ

TUESDAY
(Day)

20
(Date)

JUNE
(Month)

1944

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20

AS BEFORE. 1607 MOORED ALONG SIDE USS LEOPARD STBD. SIDE TO WITH SIX (6) MANILA LINES. 1607 COMMENCED FUELING SHIP. DRAFT FORWARD 12'8" DRAFT AFT 14'0". 1658 MADE ALL PREPARATIONS FOR GETTING UNDERWAY. 1805 COMPLETED FUELING. DRAFT FORWARD 13'6" DRAFT AFT 14'4". RECEIVED ABOARD 60,247 GALS FUEL OIL. 1807 UNDERWAY FROM ALONG SIDE USS LEOPARD ON VARIOUS COURSES AND SPEEDS PROCEEDING TO ANCHORAGE. 1833 ANCHORED IN BERTH 327 SEADLER HARBOR MANUS ISLAND IN 14 FATHOMS OF WATER WITH 45 FATHOMS OF CHAIN TO THE PORT ANCHOR. TRUE BEARINGS OF ANCHORAGE LEFT TANGENT OF NDRICO ISLAND 310°½ BEACON A 296° BEACON D 028°½

JC Gilman
Ensign USNR

20-24

AS BEFORE

J. W. Wiso
Lieut. USNR

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III
Commanding Officer, USN
Commanding

R. L. Hansen
R. L. Hansen Ltjg USN
Navigator

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ WEDNESDAY 21 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4 ANCHORED IN 14 FMS IN BERTH NO. 327, SEADLER HARBOR, MANUS ISLAND WITH 45 FMS OUT TO PORT ANCHOR. TRUE BEARINGS OF ANCHORAGE: NDR10 1ST, 310 1/2°, BEACON A, 296°, BEACON D, 028 1/2°.

P. Burtis, Jr.
JT(6)USNR

4-8 AS BEFORE. 0750 USS AMMEN MOORED ALONGSIDE TO PORT. 0759 USS BACHE MOORED IN NEST TO PORT OF THE USS AMMEN.

J. M. Chase
Ens. USN.

8-12 AS BEFORE. 1000 THE FOLLOWING NAMED ARMY PERSONNEL WERE DETACHED FROM A PASSENGER STATUS TO RETURN TO THEIR BASE CAMP UNDER VERBAL ORDERS FROM CAPTAIN D. B. PALMER, O-1165431: CARTIER, W. (N), FIRST SGT. - 6134865; CARTER, L. D., STAFF SGT - 6817817; HARRIS, J. S., TECH. SGT - 7027816; SAYLOR, P. L., STAFF SGT - 6899676; ZIMMERMAN, C. J., CORP. - 35272253; CUNNINGHAM, H. K., SGT. - 33079771. 1120 MUSTERED ALL HANDS AT QUARTERS, NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES - CONDITION NORMAL

A. F. Hinde
St(1st) USNR

12-16 AS BEFORE. HOLT, E. V., CPM, 624-03-12, USNR TRANSFERRED TO US NAVAL HOSPITAL ACOIN 24, OF NAVY 3285 FOR TREATMENT. DIAGNOSIS NO. 1327 1530 USS BACHE GOT UNDERWAY FROM NEST 1545 Hove SHORT AND SHIFTED NEST ANCHOR TO USS AMMEN

J. E. Kettle
Lieut USNR

16-20 AS BEFORE

R. B. Johnson
Lt (1st) USNR

20-24 as before

A. H. Hughes
Boat'n (T) USNR

Approved:

Examined:

Thomas B. Hutchins

THOMAS B. HUTCHINS 111
COMMANDER, USN

Commanding Officer.

R. Hansen

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP AGNER READTHURSDAY 22 JUNE, 1944
(Day) (Date) (Month)Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|-----------|-----------|------|
| Lat. | 02-29.9S | 02-11.2S | |
| Long. | 144-59.5E | 144-54.1E | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

MOORED IN NEST ALONGSIDE USS AMMEN, IN 14 FMS, BERTH 327, SEEDLER HARBOR, MANUS ISLAND, SHIP IS DARKENED, CONDITION BAKER IS SET.

W. K. Kellerman
LIEUT. USNR

4-8

AS BEFORE, 0530 MADE ALL PREPARATIONS FOR GETTING UNDERWAY 0607 W.P. ROTHAMEL LTJG/USN. REPORTED ABOARD FROM S42 AS SUBMARINE LIAISON OFFICER FOR ANTI SUBMARINE TRAINING EXERCISES. 0610 UNDERWAY FROM ALONGSIDE USS AMMEN IN ACCORDANCE WITH CDS 24'S VISUAL DISPATCH 210344 OF JUNE ON VARIOUS COURSES AND SPEEDS PROCEEDING FROM SEEDLER HARBOR TO SUBMARINE TRAINING AREA "ABLE" IN COMPANY WITH S42 TO CONDUCT A/S TRAINING RUNS. 0612 LIGHTED SHIP. 0635 CAME TO COURSE 010°T SP 12 KTS. 0640 C/L TO 00°T. 0650 C/S TO 15 KTS. 0655 C/L TO 325°T C/S TO 10 KTS. 0720 ARRIVED IN A/S TRAINING AREA "ABLE". S42 SUBMERGED 0742 COMMENCED MAKING RUNS ON S42.

Robert W. Bine
LIEUT. USNR

8-12

AS BEFORE 0800 Mustered crew on stations. No absentees. 1130 Sighted U.S.S. Ammen bearing 175°T. distance 5 miles. 1151 transferred Submarine Liaison Officer Lt. (jg) W.P. Rothamel to U.S.S. Ammen. 1153 Ceased submarine training runs and set course 170°T. Speed 20 kts enroute to Seedler Harbor. Made daily inspection of magazines and smokeless powder samples. Conditions normal.

J. W. Wiss
LIEUT. USNR

12-16

On various courses and speeds conforming to channel entering Seedler Harbor. 1310 Anchored in Seedler Harbor, Manus Island in 14 fms. of water with 45 fms. to port anchor on following true bearings of anchorage Beacon E 212°T, Beacon F 077°T, Beacon H 152½°T. 1340 commenced taking on new torpedoes.

R. L. Hansen
LTJG USN

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 287UNITED STATES SHIP ABNER READTHURSDAY 22 JUNE, 19 44

(Day)

(Date)

(Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20
AS BEFORE. 1625 COMPLETED TRANSFERRING THE FOLLOWING MARK XV TORPEDOES TO THE U.S.S. DOBBIN. SERIAL NO'S: 18483, 18484, 37141, 18486, 37154, 37143. RECEIVED THE FOLLOWING MARK XV TORPEDOES FROM U.S.S. DOBBIN. SERIAL NO'S. 16818, 15969, 15460, 16511, 18418, 17087. 1715 COMMENCED LOADING AMMUNITION.

Robert W Bone
WIFUT USNR

20-24
As before. 2200 By order of the Commanding Officer the following named men were declared prisoners at large: Ridge, E.G. S³/₂ USNR, Cassidy, F.X. S³/₂ USNR, Terrell, J.L. Cox USN, Sullivan F.T. MM³/₂ USNR, Brumwell V.B. GM³/₂ USN, Cavinee C.H. MM³/₂ USNR, Aylward, L.F. S³/₂ USNR. These men were apprehended aboard and found to be in an intoxicated condition by Lt. J. Rogers (MC). 2230 Held quarters for muster. No absentees.

W. Baumann
ENS USN

Approved:

Examined:

[Signature]
THOMAS B. HUTCHINS III

COMMANDER, USN

Commanding Officer.

[Signature] Lt. J. J. Hansen
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ FRIDAY 23 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Anchored in Seeadler Harbor, Manus Is. in 14 fm. of water with 45 fm. to port anchor on following true bearings of anchorage: Beacon "E", 212° T., Beacon "F", 079° T., Beacon "H" 152½° T.

W. A. Tillman
Lieut(jg) USNR.

4-8

As before.

R. Hansen
Lt(jg) USN

8-12

As before, 0800 Held quarters for muster. No absentees. 0945 Made all preparations for getting underway. 0958 Underway from anchorage 220 Seeadler Harbor, proceeding alongside USS Ammen on various courses and speeds. 1025 Moored Port Side to USS Ammen in anchorage 327 Seeadler Harbor, Manus Is. Made daily inspection of magazines and smokeless powder samples. Condition normal. Made weekly inspection of magazine sprinkling systems. Conditions *W. O. Baumann* Satisfactory. Ens USN

12-16

AS BEFORE.

J. F. Hinde
Lt(jg) USNR.

16-20

AS BEFORE.

J. M. Chase
Ens USN.

20-24

AS BEFORE.

John C. Gilman
Ens. USNR.

Approved:

Examined:

AB Hutchins III
THOMAS B. HUTCHINS III
Commanding Officer.
COMMANDER, USN

R. Hansen
Lt(jg) USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP

Abner ReadSaturday 24 June, 1944

(Day)

(Date)

(Month)

Zone description

-10

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Moved on port side to U.S.S. Ammen by six manila lines.
in Seeadler Harbor, Manus Is. Ship damaged, Condition
bater Set. Berth 327.

J. J. J.
LIEUT. USNR

11-8

AS BEFORE

P. B. B.
LTJG USNR

8-12

AS BEFORE. 0800 MUSTERED ALL HANDS AT QUARTERS
NO ABSENTEES. 0900 THE CAPTAIN HELD MAST AND
ASSIGNED PUNISHMENTS AS FOLLOWS:

TUTTONE, A. (n), F 1/2 - 878-37-28 USNR; DISOBEDIENCE OF ORDERS,
INSUBORDINATION; FIVE HOURS EXTRA DUTY.

SKEN, B. I., S 1/2 - 393 - 72-21; NEGLIGENCE IN LINE OF DUTY;
FIVE HOURS EXTRA DUTY. 1145 ASSUMED NEET ANCHORAGE IN
7 FMS OF WATER WITH 45 FMS TO PORT ANCHOR.

1150 USS AMMEN GOT UNDERWAY FROM PORT SIDE AND
PROCEEDED TO MOOR ALONGSIDE THE USS DOBBIN. MADE DAILY
INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES -
CONDITION NORMAL

J. F. F.
LTJG USNR

12-16

AS BEFORE. 1545 GRGURICH, A.S., S 1/2 USNR WAS TRANSFERRED TO
U.S. NAVAL HOSPITAL, ACORN #24. DIAGNOSIS; ULCER, DUODENUM, PERFORATED.

R. B. B.
LTJG USNR

16-20

AS BEFORE.

J. K. K.
LIEUT USNR

20-24

AS BEFORE.

H. H. H.
BOSS (T) USNR

Approved:

Examined:

J. B. B.
THOMAS B. HUTCHINS III
COMMANDER, USN

Commanding Officer.

R. K. K.
NAVIGATOR

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ SUNDAY 25 JUNE, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4 ANCHORED IN BERTH 327, SEEDLER HARBOR, MANUS ISLAND.
PORT ANCHOR OUT WITH 45 FATHOMS OF CHAIN IN 7 FATHOMS OF WATER

4-8 AS BEFORE

W. H. Hildebrand
LTJG USN

8-12 AS BEFORE. HELD QUARTERS FOR MUSTER, NO ABSENTEES. MADE DAILY INSPECTION
OF MAGAZINES AND SMOKELESS POWDER SAMPLES, CONDITIONS NORMAL.

R. B. Johnson
Lt (jg) USNR

12-16 AS BEFORE

W. O. Baumann
Ens USN

16-20 AS BEFORE

M. A. Gillman
LTJG USNR

20-24 AS BEFORE

R. H. Hansen
LTJG USN

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS III
Commanding Officer.
COMMANDER, USN

R. H. Hansen
R. H. Hansen LTJG USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ Monday 26 June, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|----------------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | <u>01-45S</u> |
| Long. | | | <u>147-55E</u> |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Anchored in Seeadler Harbor, Manus Island in 7 fathoms with 45 fathoms of chain to the port anchor, Berth 327. Ship is darkened. Condition Baker set.

Robert W. Bone
LIEUT. USNR.

4-8

As before.

W O Baumgardner
Ensign USN

8-12

AS BEFORE 0800 HELD QUARTERS FOR MUSTER. NO ABSENTEES. MADE DAILY INSPECTION OF MAGAZINES AND SMOKELESS POWDER SAMPLES.

M. A. Tillman
Lieut. (jg) USNR

12-16

AS before. 1258 Underway in accordance with CTF 75 serial 0080 of June 24, 1944 in company with TF 74 in station 1 of A/S screen 53, HMAS Australia guide, on various courses and speeds holding tracking exercises. 1335 Set conditions # and Baker. 1353 Commenced tracking exercise.

J K Heltman
LIEUT USNR

16-20

AS BEFORE. 1603 COMPLETED TRACKING EXERCISES. COMMENCED BL-BK TEST. USS MULLANEY AND TRATHEN ASSUMED DIVERGENT COURSE TO OPEN RANGE. FORMED A/S SCREEN 51 HMAS. AUSTRALIA GUIDE. C/L TO 120°T C/S TO 16 KTS. 1625 COMMENCED ZZ PLAN PZ 1715 SIGHTED TONG IS. BEARING 195°T DISTANCE 15 MILES. 1720 SIGHTED LOS REYES IS. BEARING 170°T DISTANCE 16 MILES 1805 COMPLETED BL-BK TEST. C/L TO 180°T C/S TO 15 KTS. 1811 DARKENED SHIP 1815 COMMENCED ZZ PLAN PZ. 1835 CEASED ZZ. USS MULLANEY AND TRATHEN REJOINED FORMATION 1840 FORMED A/S SCREEN 53 STATION ONE HMAS. AUSTRALIA GUIDE 1900 C/L TO 330°T 1905 COMMENCED ZZ PLAN PZ. 1955 CALLED THE CREW TO GENERAL QUARTERS SET MATERIAL CONDITION "ABLE". COMMENCED BATTLE EXERCISE OF CTF 75 OP-MEMO SERIAL 0080, 24 JUNE 1944

Robert W. Bone
LIEUT. USNR.

Approved:

Examined:

Commanding Officer.

Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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UNITED STATES SHIP

ABNER DEADMONDAY
(Day)26
(Date)JUNE
(Month), 1944

Zone description

-10

Position

0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS
(WAR DIARY)

20-24
AS BEFORE 2240 SECURED FROM BATTLE EXERCISE.
SECURED FROM GENERAL QUARTERS SET CONDITION TWO
AND BAKER. FORMED A/S SCREEN 53 ON HMAS
AUSTRALIA COURSE 300° T SPEED 15 KTS. 2250 CLK TO
330° T 2300 COMMENCED ZZ PLAN 8Z

J. W. S.
LIEUT USNR

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS
COMMANDER, USN

Commanding Officer.

P. Hansen
P. Hansen Skipper U.S.N.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

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UNITED STATES SHIP ABNER READ Tuesday 27 June, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|-------------------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | <u>01-42.0 S</u> | | |
| Long. | <u>147-21.5 E</u> | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Steaming in accordance with CTF 75 serial 0080 of 24 June 1944, in company with TF 74 in station 1 of A/S screen 53, HMAS Australia guide, zigzagging on plan 8Z. Course 330°(T) speed 15 kts. Conditions II and Baker set. Ship is darkened. 0100 Ceased zigzagging. 0110 changed course and axis to 185°(T). 0120 Resumed zigzagging on plan 8Z.

4-8

1 KHoltzman
LIEUT USNR

AS BEFORE, DNDD CALLED THE CREW TO GENERAL QUARTERS AND SET CONDITION ABLE. 0422 MADE RADAR CONTACT WITH GROUP ABLE, BEARING 143°T, DISTANCE 30,000 YARDS, CEASED ZZ AND DEPLOYED ON COURSE 000°T IN ACCORDANCE WITH CTF 75 SERIAL 0080 OF 24 JUNE 1944. MANEUVERED ON VARIOUS COURSES AND SPEEDS IN SIMULATING TORPEDO AND MAIN BATTERY ATTACK ON CRUISERS AND DESTROYERS. 0502 COMMENCED FIRING STARSHELLS, CONTINUED FIRING STARSHELLS TO ILLUMINATE GROUP ABLE. 0519 COMPLETED FIRING, EXPENDED 11 STARSHELLS. 0521 CEASED BATTLE EXERCISES, SET COURSE 330°T SPEED 25 KNOTS. 0524 SECURED FROM GENERAL QUARTERS, SET CONDITION II AND DARKER. 0536 FORMED A/S SCREEN 53 STATION ONE, HMAS AUSTRALIA GUIDE, COURSE 240°T SPEED 18 KTS, 0553 FORMED A/S SCREEN 55 STATION 3, USS PHOENIX GUIDE 0603 C/S TO 20 KTS. 0607 C/S TO 15 KTS. 0615 LIGHTED SHIP. 0617 C/S TO 180°T, C/S TO 15 KTS. 0640 SCREENED ENTRANCE OF CRUISERS TO SEADLER HARBOR. 0650 SET COURSE 020°T, SP 15 KTS, FOR AREA ABLE TO FIRE AA EXERCISES. USS TRATHEN AND MULLANEY FORMED 18 DISTANCE 1000 YDS. 0653 COMMENCED ZZ PLAN 15. 0730 CEASED ZZ. 0748 CALLED THE CREW TO GENERAL QUARTERS AND SET MATERIAL CONDITION ABLE.

Robert W. Moore
LIEUT. USNR

8-12

AS BEFORE, 0815 COMMENCED AA EXERCISES. 0855 C/CTO 270°T 0916 C/CTO 220°T 0922 C/CTO 270°T 0924 C/S TO 10 KTS. 0936 C/CTO 240°T 0953 C/CTO 180°T 0956 C/CTO 15 KTS. 0958 C/CTO 091°T 1037 C/CTO 160°T. CEASED AA EXERCISES AMMUNITION EXPENDED AS FOLLOWS: 76 RDS OF A.A. COMMON; 978 RDS OF 40 MM AND 1033 RDS OF 20 MM. 1000 SECURED FROM GENERAL QUARTERS SET CONDITION TWO AND BAKER. 1110 VARIOUS COURSES AND SPEEDS PROCEEDING INTO SEADLER HARBOR MAIN ISLAND 1112 PASSED THROUGH ANTI TORPEDO NETS. 1130 MOORED PORT SIDE TO U.S.S. LEOPARD IN BERTH 1145 COMMENCED FUELING SHIP DRAFT FWD 13'-0" AFT 14'-0" MADE DAILY INSP OF MAGAZINES AND SMOKELESS POWDER SAMPLES. CONDITIONS NORMAL.

Approved:

Examined:

Commanding Officer.

R. Hansen, Ship USN
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 294UNITED STATES SHIP Abner ReadTuesday27June1944

(Day)

(Date)

(Month)

Zone description -10

Position 0800

1200

2000

Lat.

Long.

OPERATIONAL REMARKS
(WAR DIARY)

12-16

AS before 1400 the following ARMY personnel left the ship in accordance with verbal orders of their commanding officers: Captain D. B. Palmer, Lieut 1st E. E. Stevenson, Hardy, O. 1st SGT, KING, H. W. S/SGT, BURKE, A. R. SGT, BROCKERS, H. E. SGT. 1435 in accordance with orders of CTF 75 ENS Fredricks, L. R. left the ship.

W. Burtis, Jr.
JTC(SG) USN

16-20

AS before

J. F. Hilde
JTC(SG) USN

20-24

AS before

J. M. Chase
ENS. USN.

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS, 11 Commanding Officer.
COMMANDER, USN

Robert Hansen
ROBERT HANSEN, 1149 U.S.N.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 295UNITED STATES SHIP ABNER READ DD526Wed
(Day)28
(Date)June
(Month)1944Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

0-4

Inchored in Seeadler Harbor, Manus Island in 10 1/2 fathoms of water with 45 fathoms of chain to the port anchor in berth 327. Ship is darkened.

John C. Gilman
ENS. USNR.

Gilman

4-8

as before

JAW iss
LIEUT USNR

Wiss

8-12 As before 0800 held quarters for muster. No Absentees. Made daily inspection of magazines and smokeless powder samples. Condition normal.

W. Burtis, Jr.
JTB USNR

Burtis

12-16

As before. 1455 The following Army personnel reported on board in accordance with verbal orders Comd'g General

1st Cavalry Division

1st Lt ARTHUR C. Williams O-364017

Sgt Raymond Allen, 39242134

1st Lt HORACE T. DUFFY O-1176939

Sgt MARTIN L. Anderson 33202185

Cpl Gilbert F. Hofstetter, 37083445

Pfc Jesse D. Santos, 18014434

Pfc Paul W. Boen, 36370570

Pfc George O. Dane 39031360

Pfc John R. Yates, 35444637

Pvt Raymond A. Mosher, 37332862

Sgt William G. Faust, 16065607

Pvt CLARK F. PEACOCK 14144621

W. H. Hughes
Boen (T) U.S.N.R.

16-20

As before. 1930 Received from S.S. Elisha P. Ferry 62 Cases of 40 MM. H.E. Ammunition

W. K. Hoffman
LIEUT USNR

Hoffman

20-24

as before

W. Alderman
LTJG USN

Alderman

Approved:

Examined:

J. B. Hutchins
THOMAS B. HUTCHINS, III
Commanding Officer.

R. W. Hansen
R. W. Hansen
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 296

UNITED STATES SHIP ABNER READ DD526 Thursday 29 June, 1944
(Day) (Date) (Month)

Zone description - 10.

| | | | |
|----------|------|------|-------------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | 01 - 26.65 |
| Long. | | | 146 - 41.05 |

OPERATIONAL REMARKS
(WAR DIARY)

0-4.

Anchored in Seeadler Harbor, Manus Island in 10 1/2 fathoms of water with 45 fathoms of chain to port anchor in berth 327

J. E. Kettle
Lieut. USNR

4-8

as before

J. K. Hoffman
Lieut. USNR

8-12.

As before. 0800 held quarters for muster, no absenters. 0945 Mr. A. A. Christopher, Technician Representative from Buships, reported on board for temporary duty, from U.S.S. Dobbin. Made daily inspection of magazines and smokeless powder samples. Condition normal.

J. H. Hughes
Brown (T) U.S.N.R.

12-16.

As before. 1210 made all preparations for getting underway. 1230 underway in accordance with C.T.F. 77 OP-plan 6-44 of 22 June 1944, on various courses and speeds proceeding out of harbor. 1306 patrolling off harbor entrance. 1332 proceeding to station for AA practice. 1340 on station in column on course 030°T, speed 15 KTS. 1405 c/c to 000°T. 1426 went to General Quarters. Commenced scheduled exercises.

J. K. Hoffman
Lieut. USNR

16-20

As before. 1607 c/c to 180°T. 1631 completed firing AA practice. Ammunition expended, 6 rounds 5"/38 AA common, 232 rounds 40MM, 250 rounds 20MM. Secured from General Quarters. Set condition II and Baker. 1635 c/c to 270°T. 1645 on various courses and speeds taking station 502.5 in cruising disposition S.V. 1655 assumed station 3 in cruising disposition S.V. U.S.S. Phoenix guide, course 263°T, speed 15 KTS. 1707 commenced zigzagging on plan 8. 1818 darkened ship. 1950 ceased zigzagging.

Robert W. Bore
Lieut. USNR

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIALPage 297UNITED STATES SHIP ABNER READ THURSDAY 29 JUNE, 1944
(Day) (Date) (Month)Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

20-24

AS BEFORE. 2000 ψ TO $285^{\circ}(T)$. 2010 RESUMED ZIGZAGGING
IN ACCORDANCE WITH PLAN 8.*James*
LIEUT. USNR

Approved:

Examined:

Thomas B. Hutchins III
THOMAS B. HUTCHINS III
Commanding Officer.
COMMANDER, USN*R. H. Harvey*
R. H. Harvey
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

PART III
CONFIDENTIAL

Page 298UNITED STATES SHIP ABNER READ DD526Friday
(Day)30
(Date)June
(Month), 1944Zone description -10

| Position | 0800 | 1200 | 2000 |
|----------|--------------------|--------------------|--------------------|
| Lat. | <u>00 - 41.25</u> | <u>00 - 36.65</u> | <u>00 - 36.85</u> |
| Long. | <u>143 - 40.15</u> | <u>142 - 40.45</u> | <u>140 - 52.85</u> |

OPERATIONAL REMARKS
(WAR DIARY)

0-4.

Steaming in company with T.F. 74 and T.F. 75 in accordance with CTF 77 OP-plan 6-44 of 22 June 1944. In Cruising Disposition "S.V." On Station 3 A/S 59 modified. Base Course 285°T. Speed 15 Kts. Zigzagging on plan 8. 0028 Radar Contact Kaniet Is., bearing 358°T distance 15 miles. 0100 Ceased zigzagging resumed base course. 0107 Radar Contact, Hermit Is., 218°T Distance 30 miles

dkeloffman
LIEUT USNR

4-8

As before. 0525 Called crew to general quarters. Set condition a firm. 0545 Commenced zigzagging on plan 8. 0620 Secured from general quarters. Set conditions II and Baker. Lighted ship. 0750 CEASED ZZ

Robert W. Brose
LT. USNR

8-12

AS BEFORE, 0800 MUSTERED CREW ON STATIONS. NO ABSENTEES. 0825 CEASED ZZ. 0830 ON VARIOUS COURSES AND SPEEDS TO FORM COLUMN FOR AA FIRING. 0840 ON STATION, COURSE 270°T, SPEED 15 KTS. 0842 C/S TO 20 KTS. 0846 C/S TO 15 KTS. 0855 CALLED CREW TO GENERAL QUARTERS, SET CONDITION ABLE. 0905 COMMENCED AA FIRING IN ACCORDANCE WITH CTF 75 OP MEMO, SERIAL 0082 OF 29 JUNE, 1944. 0935 COMPLETED AA FIRING, AMMUNITION EXPENDED, 273 ROUNDS 40 MM AND 515 ROUNDS 20 MM. ON VARIOUS COURSES AND SPEEDS FORMING CRUISING DISPOSITION SUGAR, A/S 59. 0948 ON STATION, COURSE 270°T SPEED 15 KTS. 0955 COMMENCED ZZ, PLAN I. 1023 CEASED ZZ. 1024 SECURED FROM GENERAL QUARTERS, SET CONDITION II AND BAKER, C/C TO 300°T. 1032 C/S TO 10 KTS. 1040 C/C TO 270°T, C/S TO 15 KTS. 1042 RESUME ZZ. MADE DAILY INSPECTIONS OF MAGAZINES AND SMOKE LESS POWDER SAMPLE, CONDITIONS NORMAL. MADE WEEKLY TESTS OF MAGAZINE SPRINKLING SYSTEMS, CONDITIONS NORMAL.

J. W. W. W.
LIEUT. USNR

12-16

As before. 1300 ceased ZZ. 1303 changed course and axis to 300°(t) 1327 changed base course and axis to 270°(t). 1330 commenced tracking exercises in accordance with CTF 74+75, Operational Memorandum (0082) of 29 June, 1944. 1444 changed base course and axis to 285°(t) for BL-BK tests of said operational memorandum. 1521 resumed base course and axis of 270°(t). 1536 ceased present exercises changed base course and axis to 255°(t). Proceeding to rejoin T.F. 74. 1545 Nathan left screen on the verbal orders of CTF 75. Abner Read assumed position 2 in A.S. screen 55.

dkeloffman
LIEUT USNR

Approved:

Examined:

Commanding Officer._____
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

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CONFIDENTIAL

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UNITED STATES SHIP ABNER READ DDS26 Friday 30 June, 1944
(Day) (Date) (Month)

Zone description -10

| | | | |
|----------|------|------|------|
| Position | 0800 | 1200 | 2000 |
| Lat. | | | |
| Long. | | | |

OPERATIONAL REMARKS
(WAR DIARY)

16-20

AS before 1600 C/C 240°T 1700 C/C TO 270°T Proceeding
To Station for Cruising disposition "V". T.F. 74 RETAINED T.F. 75 1706 C/S
To 14 KTS. 1709 ASSUMED RADAR GUARD 1710 ASSUMED STATION 3(3040)
Cruising disposition "V" Phoenix Guide, COURSE AND AXIS 270°T. 1731 Commenced
Zigzagging on plan 27Z. 1839 darkened ship.

Robert W Brose
LIEUT. USN. R.

20-24

AS BEFORE

J. W. Riss
LIEUT. USNR

Approved:

Examined:

Thomas B. Hutchins
THOMAS B. HUTCHINS 111 Commanding Officer.
COMMANDER, USS *guy*

R. Hansen (Ltjg) U.S.N.
Navigator.

To be forwarded direct to the Commander in Chief, U. S. Fleet, either at end of an operation or at the end of the calendar month.

JUL 21 1944

ADDITIONAL SHEET

UNITED STATES SHIP ABNER READ (DD526) 30 June 1944
(Day) (Date) (Month)

ADMINISTRATIVE REMARKS

Commander Thomas B. Hutchins III, U.S. Navy, Jacket No. 63210.
Next of Kin: Mrs. Marion Dixon Hutchins, (Wife)
90 Clarendon Avenue,
San Francisco, California.

Lieutenant Commander John H. Hoefer, D-V(G), U.S.N.R., Jacket No. 80797.
Next of Kin: Mrs. John H. Hoefer, (Wife)
1815 Austin Way,
Santa Rosa, California.

Lieutenant John F. Wiss, DE-V(G), U.S.N.R., Jacket No. 85665.
Next of Kin: Mrs. Helen Wiss, (Mother)
1767 West Ogden Avenue,
Chicago, 12, Illinois.

Lieutenant Lloyd K. Hoffman, D-V(G), U.S.N.R., Jacket No. 95960.
Next of Kin: Mrs. Eleanor M. Hoffman, (Wife)
3244 N.E. 45th Avenue,
Portland, Oregon.

Lieutenant Robert W. Brose, D-V(G), U.S.N.R., Jacket No. 103695.
Next of Kin: Mrs. Norma D. Brose, (Wife)
894 Guerrero Street,
San Francisco, California.

Lieutenant Joseph E. Kettle, D-V(G), U.S.N.R., Jacket No. 239897.
Next of Kin: Mrs. Elizabeth Kettle, (Mother)
5831 Gunnison,
Chicago, Illinois.

Lieutenant (jg) Loren E. Alderman, U.S.N., Jacket No. 113149.
Next of Kin: Mrs. Agnes M. Alderman, (Wife)
5422 - 45th Avenue, S.W.,
Seattle, Washington.

Lieutenant (jg) Robert L. Hansen, U.S.N., Jacket No. 165702.
Next of Kin: Mrs. A.J. Hansen, (Mother)
2123 - W. 3rd Avenue,
Waterloo, Iowa.

Lieutenant (jg) Preston A. Burtis, Jr., D-V(G), U.S.N.R., Jacket No. 160826.
Next of Kin: Mrs. Dorothy Evelyn Burtis, (Wife)
510 West Chestnut,
Garden City, Kansas.

Lieutenant (jg) Thomas F. Hinds, D-V(S), U.S.N.R., Jacket No. 193191.
Next of Kin: Mrs. Thomas F. Hinds, (Wife)
618 North Palm Drive,
Beverly Hills, California.

Lieutenant (jg) William A. Tillman, E-M, U.S.N.R., Jacket No. 88364.
Next of Kin: Mrs. William A. Tillman, (Wife)
114 Durland Place,
Watkins Glen, New York.

Ensign Wesley O. Baumann, U.S.N., Jacket No. 282907.
Next of Kin: Mrs. Lorraine E. Baumann, (Wife)
390 S. Taylor Street,
Fallon, Nevada.

Examined:

Navigator.

ADDITIONAL SHEET

UNITED STATES SHIP ABNER READ (DD526) 30 June, 1944
 (Day) (Date) (Month)

ADMINISTRATIVE REMARKS

Ensign James M. Chase, U.S.N., Jacket No. 282958.
 Next of Kin: Mrs. Hazel Mackay Chase, (Mother)
 2525 Anacapa Street,
 Santa Barbara, California.

Ensign Lloyd R. Frederick, D-V(G), U.S.N.R., Jacket No. 256860.
 Next of Kin: Mrs. Shirley A. Frederick, (Wife)
 2933 No. 50th Street,
 Lincoln, Nebraska.

Ensign John C. Gilman, D-V(G), U.S.N.R., Jacket No. 258689.
 Next of Kin: Mrs. Emily G. Gilman, (Wife)
 104 Franklin Avenue,
 Bend, Oregon.

Ensign Samuel L. Thompson, Jr., D-V(G), U.S.N.R., Jacket No. 338866.
 Next of Kin: Mr. Samuel L. Thompson, (Father)
 83 Commonwealth Park West,
 Newton, Massachusetts.

Ensign William J. O'Neill, Jr., E-M, U.S.N.R., Jacket No. 180798.
 Next of Kin: Mrs. William J. O'Neill, Jr., (Wife)
 6105 - 39th Avenue,
 Woodside,
 Long Island, New York.

Lieutenant Joseph Rogers, (MC), U.S.N., Jacket No. 110033.
 Next of Kin: Mrs. Joseph Rogers, (Wife)
 P.O. Box 787,
 Menlo Park, California.

Lieutenant (jg) George W. Mapp, Jr., SC-V(G), U.S.N.R., Jacket No. 260573.
 Next of Kin: Mrs. George W. Mapp, Jr., (Wife)
 Accomac, Virginia.

Chief Machinist William H. Fiddler, U.S.N.R., Jacket No. 365366.
 Next of Kin: Mrs. Rita M. Fiddler, (Wife)
 4413 Price Street,
 Hollywood, Calif.

Boatswain William W. Hughes, U.S.N.R., Jacket No. 342263.
 Next of Kin: Mrs. William W. Hughes, (Wife)
 432 E. Fir Street,
 San Diego, California.

Boatswain Luther Bishop, U.S.N., Jacket No. 365421.
 Next of Kin: Mrs. Lola P. Bishop, (Wife)
 1020 S. 26th St.,
 San Diego, California.

Gunner James L. Helton, U.S.N., Jacket No. 365510.
 Next of Kin: Mrs. Sarah E. Helton, (Wife)
 747 E. 7th Street,
 Long Beach, California.

Approved:

Thomas B. Hutchins III
 THOMAS B. HUTCHINS III,
 Commander, U.S. Navy, *gma*
 Commanding.

Examined:

R. L. Hansen
 R. L. HANSEN,
 Lieutenant (jg), U.S.N., Navigator.

To be forwarded direct to the Bureau of Naval Personnel at the end of each month.